

August 20, 2025

PLANNING JUSTIFICATION REPORT

IN SUPPORT OF AN
OFFICIAL PLAN AMENDMENT

ALLOA SECONDARY PLAN
TOWN OF CALEDON

Alloa Landowner Group

First Submission July 2024
Revised August 2025

GSAI File: 888-003

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1.0 Introduction

Glen Schnarr & Associates Inc. (GSAI) has been retained by the Alloo Landowners Group to assist in obtaining the necessary planning approvals to facilitate a Secondary Plan for the Alloo Planning Area in the Town of Caledon (the 'Subject Lands' or 'Site'). The Subject Lands are bounded generally by Mayfield Road to the south, Chinguacousy Road to the east, and the Highway 413 Transportation Corridor to the north and west. See Section 2.0 of this Report for a detailed description of the Subject Lands.

Due to the participation of multiple landowners, the Alloo Landowners Group was formally assembled on November 8, 2022 by way of a Funding Agreement among the participating owners. At the time of this Report, the participating owners represent approximately 61% of the estimated net developable area within the Subject Lands. A participating landowner map is included as Appendix I of this Report.

This Report is submitted in support of the privately-initiated Official Plan Amendment required for the processing of the Secondary Plan, which is intended to facilitate future development on the Subject Lands and implement Caledon's planned town structure. As part of the Secondary Planning process, and through this application, Secondary Plan land use designations and a policy framework were proposed for the Subject Lands to enable and support a range of appropriate urban land uses. The proposed land uses and policy framework includes objectives and policies on growth management, community design, the natural environment system, cultural heritage, mobility, climate resilience, and infrastructure to support the accommodation of forecasted population and employment growth to 2051. The Secondary Plan is further intended to be advanced in two Phases (Phase 1 and Phase 2). An overview of the Secondary Plan concept is provided in Section 3.0 of this Report.

The Secondary Plan discussed in this Report has been guided through consultation with Town of Caledon planning staff. An initial Pre-Application Review Committee (PARC) meeting was held on March 28, 2024, and a summary of the ongoing consultation process is provided in Section 5.0. Following the PARC meeting, an application checklist was received and supporting studies, including this Report, have now been prepared to address the development comments and requirements of planning staff. These supporting studies are summarized in Section 6.0 of this Report and submitted with the application.

The Secondary Plan is further guided by and has been prepared to be consistent with or conform to the direction of Provincial, Regional, and Town policy. This policy includes the Future Caledon Official Plan, which was recently adopted by the Town on March 26, 2024, and is required to be approved by the Region of Peel or Province of Ontario, as applicable, to come

into full force and effect. A review and discussion of the applicable policy context is included in Section 7.0 of this Report.

The Subject Lands are positioned as a logical progression for the accommodation of growth, adjacent to built-out areas within the Town of Caledon and City of Brampton. They are surrounded by key infrastructure, including full municipal services, transportation infrastructure, and transit routes, and further contain both Community and Employment Areas. This land use context provides for an efficient and cost-effective urban expansion, as well as accommodates a balanced delivery of housing and employment opportunities, including lands for education, recreation, parks and open space, cultural and community facilities, and affordable housing.

The establishment of the Alloo Secondary Plan presents significant opportunity to contribute meaningfully to the Provincial housing priority of building 1.5 million new residential units by December 2031, and the Town of Caledon's Housing Pledge to meet the municipal target of 13,000 new homes by 2031.

As of July 8, 2025, and the date of this revised Report, the Alloo Secondary Plan has been approved by Town Council and is now in effect through the in-effect Town of Caledon Official Plan (see *Figure 2* for the approved Land Use Plan). This revised Report will provide justification for the Alloo Secondary Plan and is provided in support of the approved Secondary Plan.

2.0 Site Description

The Subject Lands consist of multiple parcels and encompass an area of approximately 714 hectares (1,760 acres), with an estimated net developable area of approximately 450 hectares (1,113 acres). As noted, the Alloo Landowners Group participants represent over 60% of the net developable area. The Subject Lands are legally described as Part of Lots 18, 19, 20, and 21, Concessions 3, 4 and 5, WHS (Chinguacousy), Town of Caledon, Regional Municipality of Peel.

The Subject Lands consist primarily of existing agricultural uses with farm fields and single detached rural residential dwellings (see *Figure 1 – Aerial Context Plan*). Multiple heritage properties are identified among these uses, as identified in the Cultural Heritage Assessment Report prepared in support of this application (WSP, August 2025).

Existing employment sites are located in the southwest of the Subject Lands, with frontages on Mayfield Road and Mississauga Road. Two existing elementary schools are located in the Subject Lands: Alloo Public School, east of Mississauga Road; and Alloo Holding School, north of Mayfield Road. It is understood that the Alloo Holding School has been acquired by the Town of Caledon and is slated to be converted to an operations centre and works yard

(operational by 2028)¹. In the interim, it is leased by the Peel District School Board for use as a holding school. The Alloo Reservoir and Pumping Station is located directly behind the Alloo Holding Public School, with access to Mayfield Road.

The Subject Lands also consist of natural heritage system areas, including woodlots and watercourses. A drainage feature (Alloo Municipal Drain) runs east-west and services the existing agricultural land.

2.1 Surrounding Land Use Context

The Subject Lands are located immediately west of Chinguacousy Road and Caledon's Mayfield West Phase 2 Secondary Plan Area. The Subject Lands are also located immediately north of Mayfield Road and the Mount Pleasant Secondary Plan Area in the City of Brampton. These Secondary Plan areas are developed or currently under construction and expected to be largely built out in the next 2-3 years. On review, these Secondary Plan areas are based on complete community planning principles and have existing or planned sanitary and water service connections. The Subject Lands are also directly northeast of the future Heritage Heights Secondary Plan in the City of Brampton, which is planned but not yet developed.

The north and west border of the Subject Lands consists of the Highway 413 Transportation Corridor. Please refer to Section 2.2.1 below for further detail on this Corridor. Further north are existing agricultural uses and prime agricultural area. North and east of the Subject Lands are sections of the Greenbelt Plan Area, which are not included within the Secondary Plan boundary.

2.2 Transportation Network

The Subject Lands are immediately north of Mayfield Road, which is classified as a Regional Arterial and extends east-west across the Region of Peel. The section of Mayfield Road between Chinguacousy Road and Mississauga Road is planned to be expanded from two to five lanes, with completion in 2027². The section of Mayfield Road between Chinguacousy Road and Hurontario Street is planned to be expanded from two lanes to six, with completion in 2025³.

The Subject Lands are generally intersected by three arterial roads running north-south, including Mississauga Road (Regional Arterial), Creditview Road (Town Arterial), and Chinguacousy Road (Town Arterial). Chinguacousy Road is identified for expansion from two

¹ Town of Caledon General Committee Memorandum: Operations Works Yard Strategic Growth Plan (Tom Darlow, Manager, Corporate Facilities, Community Services, February 7, 2023)

² Region of Peel Capital Project #22262

³ Region of Peel Capital Project #55247

to four lanes by 2031⁴ and the Town of Caledon is currently undertaking a Schedule “C” Municipal Class Environmental Assessment for Chinguacousy Road in this area. A future Environmental Assessment for Creditview Road is planned for study completion in 2026. Within the current agricultural context, there are no existing east-west roadway connections.

Through the design of both the Mayfield Road and Chinguacousy Road expansion projects, multi-use trails and pedestrian infrastructure are planned along both roadways.

The Subject Lands are also located across from several existing collector road connections along Mayfield Road from the Mount Pleasant Secondary Plan Area, and across from existing and planned connections along Chinguacousy Road from the Mayfield West Phase 2 Secondary Plan Area. Tim Manley Avenue (Collector Road) provides a direct connection to the Mayfield West Phase 2 Village Core.

Regarding public transit, and given the existing and future scale of Mayfield Road, it is expected that as development along Mayfield Road continues, Mayfield Road will come to serve as a higher-order transit corridor capable of accommodating rapid transit service. In reviewing the type of public transit service available along other major east-west arterial roads in the Region (Bovaird Drive, Queen Street, Steeles Avenue), all provide existing Züm Bus Rapid Transit Service. Additional roadways are capable of providing transit service within the surrounding area communities, including Tim Manley Avenue.

The Subject Lands are also located within close proximity to the planned Mayfield West Phase 2 Transit Hub, the existing Mount Pleasant GO Transit Station, and a newly proposed Major Transit Station Area within the Heritage Heights Secondary Plan.

2.2.1 Highway 413 Transportation Corridor

The Highway 413 Transportation Corridor (“Highway 413”) forms the northern and western limits of the Subject Lands and the northern limit of the Region of Peel’s urban boundary. The Focused Analysis Area (FAA) of Highway 413 was refined in 2020 to the area currently shown in Figure 1 of this Report (*Aerial Context*) and represented in the approved Land Use Plan of the Secondary Plan (see *Figure 2*). The FAA continues to be refined to date. An environmental assessment process is currently underway.

Highway 413 will connect Halton, Peel, and York Regions and the preferred route identifies two interchanges with connection to the Subject Lands. These connections are identified at

⁴ Mayfield West Phase 2 Stage 2 Transportation Assessment (Paradigm Transportation Solutions, January 2018)

Chinguacousy Road and the Heritage Road/Mayfield Road intersection. Both Creditview Road and Chinguacousy Road are planned to cross Highway 413 and continue north.

Highway 413 is also planned to accommodate a separated transitway route dedicated exclusively for public transit. The transitway will serve as another higher-order transit corridor along the north boundary of the Subject Lands. Based on discussions with Ministry of Transportation staff and agents it is understood that there is a potential inter-regional transitway station planned for the Heritage Road/Mayfield Road interchange.

3.0 Secondary Plan Concept

The Subject Lands represent a significant developable area, capable of accommodating the full range of land uses required to build a sustainable and complete community. As noted, the Secondary Plan was approved by Town Council on July 8, 2025, and is now in force and effect through the in-effect Town of Caledon Official Plan. As illustrated in *Figure 2*, a range of land use designations have been planned and approved for the Subject Lands to guide future development. Those land uses are described below.

In summary, the Secondary Plan primarily consists of Community Area, Employment Area, and Natural Features and Areas. Within the Community Area, specific “Neighbourhood Area”, “Major Commercial/Mixed-Use Area”, “Urban Corridor”, and “Neighbourhood Centre” land use designations are planned. Within the Employment Area, specific “General Employment Area” and “Prestige Employment Area” designations are planned. These land use designations and permissions are consistent with and would implement the intent of the Town and Region’s Community and Employment Areas.

3.1 Neighbourhood Area

The Neighbourhood Area designation constitutes a significant area of the Secondary Plan, and is intended for a wide range of community land uses. This designation is planned to permit the following:

- a) residential uses;
- b) long term care homes and retirement homes;
- c) public service facilities including but not limited to places of worship, child care centres, libraries, schools, community centres and public recreation facilities; and,
- d) neighbourhood scale retail, commercial, personal service and professional service uses that are integrated within mixed-use buildings or on mixed-uses sites.

Four residential density categories are planned within the Neighbourhood Area. Low Density Residential will permit detached and semi-detached built forms and an approximate residential density of 30 units per net residential hectare. Medium Density Residential will permit townhouse and multiplex built forms and an approximate net residential density of 60 units per hectare. High Density Residential will permit stacked townhouse, multiplex, and apartment built forms and an approximate residential density of 100 units per net residential hectare. Mixed Use will permit apartment built forms and an approximate residential density of 200 units per hectare.

The residential uses within this designation are intended to include a variety of housing options, including ownership and rental tenure, as well as secondary and accessory units and a range of sizes to meet various income levels. Residential uses are planned to comprise predominantly ground-oriented housing and generally not exceed three storeys in height. Stacked townhouse dwellings within the Medium-High Density designation are planned up to four storeys, and Apartment dwellings within the High Density designation are planned up to six storeys. Mixed use buildings may be permitted up to six storeys. All buildings will be subject to detailed design to emphasize architectural quality and the character of the community, especially where located in visually prominent locations.

3.2 Major Commercial/Mixed Use Area

The planned Major Commercial/Mixed Use Area designation is generally located along the Mayfield Road corridor. This area is planned to provide for major transportation infrastructure, including active transportation and transit routes, and will serve as the optimal location for major commercial and mixed-use sites.

A broad range of uses are planned within this designation, including retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related uses. Medium and high-density residential uses will also be permitted, but ground-related residential uses are generally not permitted. The minimum height of any new residential building will generally be 4 storeys and the maximum height will be 12 storeys. The minimum height for non-residential buildings will be one storey. This designation has the potential for the Secondary Plan's highest densities, where residential uses will comprise predominantly apartment dwellings in mixed-use buildings. Privately-owned, publicly accessible spaces (POPS) will be encouraged within this designation.

Within this designation, the lands north of Mayfield Road, east of Creditview Road, to the stormwater management pond east of the northly extension of Bridesale Road, are planned to

permit a range of 2-4 storey townhouse forms incorporated with a mixed-use building at the Mayfield Road frontage.

The lands located on the north side of Mayfield Road, west of Creditview Road (Special Policy Area 2) are additionally planned to be developed as a major retail centre comprising a total net floor area of 25,000 to 30,000 square metres.

3.3 Urban Corridor

This designation is located along the future Collector Road (extension of Tim Manley Avenue), the north extension of Chinguacousy Road (north of Tim Manley Avenue), and the Mayfield Road corridor in Alloo Phase 1. This designation is intended to facilitate mixed-use, mid-rise development that supports quality urban living environments connected to transit services and cycling infrastructure. The corridors range in depth from approximately 30-90 metres on either side of the right-of-way and are characterized by primarily high density forms of development, community facilities, and retail and commercial uses. Ground-related residential uses (including detached, semi-detached and townhouse dwellings) will be permitted towards the rear of the Urban Corridor designation.

Buildings up to 12 storeys are permitted in the Urban Corridor, with transition to adjacent low-rise neighbourhoods. Mid-Rise development is encouraged at arterial road intersections, and low-rise housing forms (including 2-3 storey dual frontage townhouse or multiplex dwellings) may be permitted along the corridor, subject to an appropriate built form, and mix of land uses. Design goals for this designation include active frontages and streetscape massing.

3.4 Neighbourhood Centre

This designation is planned in the northeast of the Secondary Plan (Alloo North), adjacent to the Chinguacousy Road/Highway 413 interchange, as well as the Mississauga Road/future Collector Road intersection (future extension of Tim Manley Avenue). The Neighbourhood Centre designation is planned to facilitate mixed use and high density development, high connectivity to transit, and vibrant focal points within the Secondary Plan.

A broad range of residential, retail, mixed-use, service, office, cultural, institutional, education, hospitality, entertainment, recreational, and other related uses may be permitted. Single-purpose commercial buildings will not be permitted. The planned range of residential density is 50-200 units per net hectare.

3.5 Special Policy Area 1

A Special Policy Area is planned at the northeast corner of the Secondary Plan area, west of Chinguacousy Road, and within the Alloo North Neighbourhood Centre. As Alloo North contains locational characteristics suitable for higher-density, mixed-use development due to proximity to the Highway 413 interchange, the Special Policy Area 1 accommodates permission for high-density residential uses, including apartment and mixed-use buildings up to 20 storeys in height.

The Special Policy 1 area also includes natural environment features, including a Provincially Significant Wetland, which may be impacted by the construction of the Highway 413 corridor. As such, the final configuration of the Natural Environment System within this area will be determined once sufficient information is available and through future planning processes.

3.6 General Employment Area

A General Employment Land Use designation is planned in the location of the existing Alloo Reservoir and Pumping Station and the Alloo Holding School. As noted, the school has been acquired by the Town of Caledon and we anticipate it will be converted to an operations centre and works yard. The Alloo Reservoir and Pumping Station is public infrastructure operated by the Region of Peel and is expected to remain for the long term. As noted, this area is within the Town and Region's Employment Area. This designation is intended to recognize the existing and planned uses in the area and permit the following:

- a) manufacturing, processing and warehousing with accessory outdoor storage;
- b) equipment and motor vehicle repair garages;
- c) institutional uses such as industrial trade schools and training facilities if they are directly related to the function of the Employment Area and do not accommodate sensitive uses;
- d) business offices as an accessory use to other permitted uses.

Goods movement and logistics uses may be permitted in this designation on a discretionary basis

3.7 Prestige Employment Area

This designation is planned for the remaining area within the Town and Region's identified Employment Area. It is intended as a suitable employment land use in the context of the surrounding community areas. This designation is generally buffered from the planned Neighbourhood Area by an existing Natural Environment System Area and the Alloo Municipal

Drain. Compatibility between planned designations will be discussed further in the policy context of Section 7.0 of this Report.

The Prestige Employment Area designation is planned to permit:

- a) manufacturing, processing and warehousing with no accessory outside storage of goods or materials;
- b) business offices in stand-alone office buildings or as an accessory use to other permitted uses;
- c) hotels which may include restaurants and banquet halls;
- d) trade and convention centres which may include restaurants and banquet halls;
- e) commercial trade schools;
- f) ancillary uses such as retail, service, restaurant, sports and fitness recreation uses, financial institutions and child care centres within the ground floor of a multi-storey office building; and,
- g) ancillary uses such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit industrial building provided the combined floor area of these uses does not exceed 25 percent of the gross floor area of the industrial building.

Outdoor storage, large-scale warehousing, and goods movement and logistics uses may be permitted in this designation on a discretionary basis.

The legally existing agri-science uses located on 12111 Mississauga Road, and the legally existing topsoil and equipment storage uses located at 816 Mayfield Road will continue to be permitted within the Prestige Employment designation, as identified by a Site Specific Exemption on the Secondary Plan.

3.8 Natural Environment System Area and Stormwater Management

The Natural Environment System Area designation identifies existing natural heritage system (NHS) features and connections within the Subject Lands. This includes wetlands, woodlands, watercourses, stream corridors and associated environmental buffers. The intent of this designation is to identify the functional and connected NHS and protect and enhance this system within the Subject Lands.

Lands within this designation will be conveyed to the Town of Caledon where not already owned, and the designation is planned to solely permit the following:

- a) fish and wildlife conservation and management;
- b) essential infrastructure including roads and municipal services crossings, natural heritage feature or area restoration and enhancement works;
- c) passive recreational facilities and uses such as pathways or trails for walking, cycling and hiking, interpretative displays, and signage;
- d) stormwater infrastructure; and,
- e) site alteration to accommodate the above uses.

This designation is intended to provide active transportation linkages where possible without adverse impact, including between schools, parks, and public roads.

Ten conceptual locations for Stormwater Management (SWM) Ponds are identified in the Secondary Plan based on preliminary engineering input. These ponds are expected to vary in size through future detailed design.

3.9 Community Amenities

The Secondary Plan identifies conceptual locations for community amenities, including schools and parks. Schools are shown symbolically on the Land Use Plan (*Figure 2*) and include three planned public elementary schools, two catholic elementary schools, the existing Alloa Public School and Alloa Holding School, and one public secondary school. These planned school locations will have frontage on Collector Roads, with detailed configuration to be confirmed at future Tertiary Plan or Draft Plan of Subdivision stages.

Parks are also shown symbolically on the Land Use Plan and include six neighbourhood parks and two community parks. The parks are intended to develop in conjunction with school locations where shared sites are possible. The parks are also intended to connect to and enhance the Natural Environment System Area designation where possible without adverse impact. One community park will be located within each Phase of the Secondary Plan, intending to serve the local community within each Phase. A community recreational facility will also be located in Phase 2 of the Secondary Plan, with intention to serve the overall Alloa community with indoor/outdoor recreation other public services.

Neighbourhood parks are intended to provide active and passive recreation for future residents within an 800 metre radius and will have a minimum area of 2.0 hectares. The larger-scale community parks will have minimum areas of 6.0 hectares and provide sports facilities, courts, playgrounds, and other amenities.

Privately Owned Publicly Accessible Spaces (POPS) may also be provided in higher density areas, or in areas outside of 400 metres access from a Neighbourhood Park, as determined through future planning processes.

As these locations are shown symbolically at this scale, it is proposed that the location and number of schools and parks may change through future design and subsequent development applications, provided they are adequate to service the Subject Lands and to the satisfaction of the Town and School Boards.

3.10 Transportation Network

The Secondary Plan plans to retain the existing arterial roads on the Subject Lands and extend the existing collector road connections along Mayfield Road and Chinguacousy Road into an internal collector road network. Three collector roads along Mayfield Road are planned to be extended northward into the Secondary Plan (Robert Parkinson Drive, Thornbush Boulevard, Brisdale Drive), and a fourth new collector is planned north of Mayfield Road and between Brisdale Drive and Chinguacousy Road. Three collector roads along Chinguacousy Road are planned to be extended westward into the Secondary Plan, including Tweedhill Avenue, Tim Manley Avenue, and Birkhead Road, within the Mayfield West Phase 2 Secondary Plan Area.

The collector roads extending north from Mayfield Road are located within the east portion of the Secondary Plan, within the Community Area. No collector roads are planned to extend north from Mayfield Road through the Employment Area – in order to reduce the interaction between residential and employment traffic. Additional collector roads are planned in the northwest area of the Secondary Plan, near Mississauga Road and west of Creditview Road. This conceptual network is based on the input of the Alloo Landowners Group transportation consultant (Crozier) and is discussed in further detail through the Transportation Needs Assessment in Section 6.13 below.

The transportation network within the Secondary Plan will be designed to Town standards and is intended to incorporate multimodal transportation systems, including the provision of transit facilities and active transportation infrastructure. Arterial and collector roads may accommodate transit routes and transit infrastructure, subject to confirmation from the applicable inter-regional, intra-regional, and local public transit providers.

3.11 Secondary Plan Phasing

The Secondary Plan is planned to be implemented in two Phases, as illustrated on *Figure 2*. Phase 1 is generally east of Chinguacousy Road and adjacent to the Mayfield West Phase 2 and the Mount Pleasant Secondary Plan Areas. Given the availability of adjacent water and

wastewater services and transportation infrastructure, Phase 1 is positioned to develop earlier in the planning approval process. Phase 2 will proceed once sufficient infrastructure and community amenities are available.

Prior to development in either phase (through Plan of Subdivision or Site Plan Application), a community-wide Development Staging and Sequencing Plan (DSSP) will be prepared to the satisfaction of the Town and the Region. The DSSP will establish development phasing and staging principles, including consideration of the construction of public infrastructure and services such as roadways, water and wastewater, stormwater, public utilities, public transit, community facilities, environmental policy area, fire station and emergency services, and affordable housing sites.

3.12 Tertiary Plans

A Tertiary Plan for Phase 1 and Phase 2 will be prepared and submitted prior to development in each phase. The Tertiary Plans will identify in greater detail a complete road network, SWM facilities, parks, schools, natural environment system, and applicable land uses.

3.13 Development Statistics

The Subject Lands have a total area of approximately 714 hectares (1,760 acres), including approximately 168 hectares (415 acres) of Natural Environment System, 95 hectares (235 acres) of Employment Area, and 450 hectares (1,113 acres) of Community Area.

The Secondary Plan is planned to accommodate a total density of 78 people and jobs per hectare and a total of 35,102 people and jobs. This total meets and exceeds the minimum density for development within Designated Greenfield Areas, per the Region of Peel Official Plan.

Per the Region of Peel Official Plan, a minimum target of 32,897 people and jobs is recognized across the Secondary Plan area, as calculated utilizing the minimum density of 26 jobs per hectare within the Employment Area, and the minimum density of 67.5 people and jobs per hectare within the Community Area⁵.

A further breakdown of Secondary Plan development statistics is provided below in *Table 1* and *Table 2* below, and included as Appendix II of this Report.

⁵ Region of Peel Official Plan Section 5.4.19.7

Table 1 – Secondary Plan Land Use Statistics

Secondary Plan Land Use		
	Hectares (ha)	Acres (ac)
Total Secondary Plan Area	713.56	1763.2
Community Area	450.76	1113.8
Employment Area	95.04	234.8
NHS	167.76	414.5
Community Area Land Use		
	Hectares (ha)	Acres (ac)
Total Community Area	450.76	1113.8
Roads	135.23	334.1
Stormwater Management Ponds	32.21	79.6
Schools	23.8	58.8
Parks	27.5	67.9
Commercial	12.49	30.9
Mixed Use	10.87	26.9
Net Residential Area	208.66	515.6
Residential Area Land Use		
	Hectares (ha)	Acres (ac)
Total Residential Area (including Mixed Use)	219.53	542.5
Low Density Area	114.76	283.6
Medium Density Area	67.82	167.6
High Density Area	26.08	64.5
Mixed Use Area	10.87	26.9

Table 2 – Secondary Plan Population and Jobs Statistics

Secondary Plan Population Estimate				
	Units Per Hectare	# of Units	PPU ⁶	Population
Total Population	-	11,207	-	33,609
Residential Area: Low Density	30	3,443	3.64	12,532
Residential Area: Medium Density	60	4,069	3.3	13,427
Residential Area: High Density	100	2,608	2.07	5,399
Mixed Use Area ⁷	200	1,087	2.07	2,250
Secondary Plan Jobs Estimate				
	Lot Coverage	GFA (m ²)	Jobs per m ² (8)	Jobs
Total Employment	-	54,653.0	-	1,493
Mixed Use	25.0%	27,175.0	50	544
Major Commercial Area	22.0%	27,478.0	50	550
Schools	-	-	-	400
Total Secondary Plan Population and Jobs		35,102		

4.0 Official Plan Amendment and Secondary Plan Approval

At the Town of Caledon Council, July 8, 2025, the Alloo Secondary Plan was formally approved as By-law 2025-0061 (Official Plan Amendment No. 286) and is now in-effect. Through this Amendment, the Alloo Secondary Plan was added to Section 7 of the in-effect Town of Caledon Official Plan, and the Alloo Secondary Plan Land Use Plan was added to the Official Plan schedules (see *Figure 2*). It is understood that a future technical amendment will be required to approve the Alloo Secondary Plan within the Future Caledon Official Plan policy framework, following the formal Provincial approval of the Council-approved Future Caledon Official Plan

The Secondary Plan has been prepared in accordance with the policies and requirements of the Future Caledon Official Plan and based on the supporting studies and technical analysis as requested by the Town of Caledon (see Section 5.0 below).

⁶ Draft 2024 Town of Caledon Development Charges Background Study

⁷ Mixed Use Area shown in table represents 50% of the designated Mixed Use Area (10.87 ha, excluding proposed commercial lands at NW corner of Mayfield Road and Creditview Road) to account for lands projected to be used for sole commercial purposes.

⁸ Draft 2024 Town of Caledon Development Charges Background Study

4.1 Zoning By-law Amendment

At the time of the Pre-Application Review Committee (PARC) Meeting held with Town staff (March 28, 2024), regarding the Subject Lands, the Subject Lands were generally zoned "Agricultural (A1)", as well as "Environmental Policy Area 2 Zone (EPA2)", "Small Agricultural Holdings (A3)", "Institutional (I)", and site-specific zonings within the same zone categories. Through the PARC meeting, it was understood that the Subject Lands would need to be re-zoned in order to facilitate development.

Subsequent to the PARC meeting for the Subject Lands, the Town of Caledon consulted on a Town-initiated Draft Zoning By-law Amendment for Phase 1 of the Subject Lands (Town File: RZ 2024-0008). The purpose of the Town-initiated Draft Zoning By-law Amendment for Phase 1 of the Subject Lands was to re-zone the Subject Lands from their existing, predominantly Agricultural zones, into an appropriate residential mixed-use zone category to facilitate the future development of residential lots, residential mixed-use buildings, and commercial uses, as well as ensure the protection of environmental policy areas. A Public Meeting was first held for the draft Amendment on April 25, 2024. Subsequent community information sessions were held with Town staff and members of the public through May and June 2024. The Amendment was approved at the June 25, 2024 Town Council meeting.

Per the Town-initiated Draft Zoning By-law Amendment, Phase 1 of the Subject Lands is now zoned "Mixed Density Residential – Exception 686 (RMD-686)", "General Commercial – Exception 687 (C-687)", and "Environmental Policy Area 1 (EPA1)". Additionally, two Holding Provisions have been applied to all zones in the Phase 1 lands (H39A; H39B). Holding Provision H39A shall not be lifted until, among other conditions, a secondary plan is approved for the applicable lands. Holding Provision H39B shall not be lifted until an Environmental Impact Study is submitted to the satisfaction of the Town which confirms the extent of the Natural Environment System.

5.0 Consultation Process

A Pre-Application Review Committee (PARC) meeting was held with the Town of Caledon on March 28, 2024. Town of Caledon Staff, members of the Alloo Landowners Group, and GSAI were in attendance. At the meeting, requirements for a complete development submission were discussed. Subsequent meetings were held with staff from the Town of Caledon and the Region of Peel to clarify the submission requirements and expected submission process. The required studies and reports prepared in support of this complete development submission are detailed in Section 6.0 below. The public engagement process has followed the public notification and engagement procedures as prescribed by the *Planning Act* and guided by the Future Caledon Official Plan.

A Design Charrette requirement was also identified by planning staff and subsequently held in September 2024, with members of Town staff, members of the Alloa Landowner Group, and members of the consultant team in attendance.

An informal public information meeting was also held in September 2024, with members of Town staff, members of the Alloa Landowner Group, and members of the consultant team in attendance. The meeting format was an informal, drop-in discussion to provide area residents opportunity to learn, discuss, and leave comment on the Secondary Plan.

A formal public meeting was hosted by the Town of Caledon on November 19, 2024, with formal presentation made by GSAI, opportunity for comment from the public, and commentary from the Town Councillors.

An Alloa Local Subwatershed Study Public Information Centre was virtually held in December 2024, with members of the consultant team in attendance to introduce and discuss the Local Subwatershed Study initial findings with the public.

A Town Council meeting was held on July 8, 2025, allowing Town Councillors the opportunity to review and comment on the planning staff recommendation report and ultimately approve the Alloa Secondary Plan.

5.1 Indigenous Consultation Process

In support of the Secondary Plan, the Alloa Landowners Group has engaged with Indigenous Nations and Communities, as informed by the Town of Caledon's "Expectations for Indigenous Engagement for Proponent Led Development". This engagement process was initiated in August 2024, following initial submission of the application. The purpose of engagement is to follow the Duty to Consult and provide information about the Secondary Plan, including circulation of supporting materials including the Local Subwatershed Study and the Archaeological Assessment. Engagement was initiated with the following Indigenous Nations and Communities, as recommended by the Town: Mississaugas of the Credit First Nation; Six Nations of the Grand River; Huron-Wendat Nation; Haudenosaunee Confederacy of Chiefs (as represented by the Haudenosaunee Development Institute); and Métis Nation of Ontario (Region 8).

Initial correspondence with the relevant Indigenous Nation/Communities included a description of the project, location figures, anticipated impact of the project, and a list of studies complete or underway. Followup meetings and correspondence will be accommodated, including circulation of requested material. All engagement to date has been documented and shared with the Town of Caledon through this application.

6.0 Supportive Studies and Reports

Per communication with Town staff and the requirements of the Official Plan, the below community-wide technical studies and reports have been prepared in support of the Secondary Plan, as discussed below. These studies provide important direction for the establishment of policies within the Secondary Plan, as well as future development within the Subject Lands. It is intended that future Tertiary Plans and Draft Plan of Subdivision applications will be informed by the findings and recommendations of these studies.

6.1 Agricultural Impact Assessment

An Agricultural Impact Assessment was prepared for the Subject Lands in support of the Secondary Plan application by Colville Consulting Inc., dated May 2024 (and revised February 2025). The Assessment identified that the agricultural area within the Subject Lands is predominantly in production of common field crops. Five active agricultural operations, two empty livestock facilities, three remnant agricultural operations, four agriculture-related uses, and approximately 142 non-agricultural uses, including dwellings, were catalogued on the Subject Lands.

At the time of undertaking the Assessment, the Subject Lands were located within the Town of Caledon's prime agricultural area designation, per the in-effect Official Plan. Within the new Future Caledon Official Plan, as approved by Council on March 26, 2024, the Subject Lands are no longer identified in the prime agricultural area designation. Further, per the Assessment, the Subject Lands are not located in a provincially recognized prime agricultural area, nor part of the Region of Peel's Agricultural Land Base. As such, the Subject Lands were stated to be a reasonable location for settlement area expansion for the Town of Caledon.

To mitigate the loss of potential prime agricultural land, as well as existing agricultural infrastructure and crop land, the Assessment recommends phasing development and keeping agricultural operations in place until the lands is to be developed. A grading plan and stormwater plan is recommended to mitigate changes in surface drainage and operation of the Alloo Municipal Drain caused by future development. A hydrogeological study is recommended to review the impact on agricultural wells and water sources. A traffic impact study is recommended to review the impact of planned transportation infrastructure. Additional recommendations include maintaining access to ongoing farm operations during development, communication to residents about ongoing farm operations, and adherence to the Ministry of Environment and Climate Change Guidelines. Through implementation of these recommendations, the Assessment states the net impacts of development will be negligible.

6.2 Archaeological Assessment

A Stage 1 Archaeological Assessment was prepared for the Subject Lands in support of the Secondary Plan application by Parslow Heritage Consultancy Inc., dated January 2024. The Stage 1 Assessment identified that four parcels in the Subject Lands have been previously or are currently under Stage 2/3 archaeological assessment and as such should be subject to the recommendations outlined in their respective assessments. The remaining parcels retain archaeological potential and are recommended for further Stage 2 assessment, given their locations along historical transportation routes, proximity to already registered archaeological sites, presence of primary and secondary sources of water within or nearby the parcels, as well as soil types conducive for both Indigenous and Settler agricultural practices. The Stage 1 Archaeological Assessment submitted in support of the Secondary Plan was entered into the Ontario Public Register on January 31, 2024.

6.3 Climate Change Adaptation Plan

The Alloo Landowners Group is committed to submitting a completed Climate Change Adaptation Plan and a Letter of Intent has been submitted with this application by Pratus Group Inc., dated July 2024. The Plan will be prepared pursuant to the requirements of the Region of Peel Official Plan and the Town of Caledon Terms of Reference. Concurrent with the preparation of this Plan, Pratus has advised on climate adaptation measures to be included within additional supporting studies for the Secondary Plan, including the Local Subwatershed Study. The Climate Adaptation Plan will be submitted through the Secondary Plan application process, recognizing that critical information necessary to the development of the Plan will be communicated in the companion technical studies.

6.4 Community Energy and Emissions Reduction Plan

A Community Energy and Emissions Reduction Plan has been prepared by Pratus Group Inc., dated July 2024 (and revised May 2025). The Plan details energy simulations under a baseline scenario and a near net zero scenario and provides recommendations to reduce emissions and provide energy efficiency. District-scale energy generation was not considered feasible or of value in the Secondary Plan and building-scale equivalents were reviewed as low-carbon alternatives. Of the building-scale systems considered, geothermal heat pumps, solar rooftop photovoltaic systems, domestic hot water systems with air-source heat pumps, and passive measures were considered the most technically feasible and viable options for the Secondary Plan area. Implementation of these strategies would potentially reduce 85% of greenhouse gas emissions associated with development in the Secondary Plan, which would exceed the Town of Caledon's 36% reduction target through the Town's Green Development Standards. The

Plan confirms that low-carbon form of development is feasible within the Secondary Plan, with an approximate cost of \$374 million. Regarding electric vehicle infrastructure, capacity requirements are unlikely to be met through on-site energy generation and pose technical and financial challenges.

6.5 Commercial Impact Study

A Commercial Impact Study was prepared in support of this application by urbanMetrics, dated June 2024. The Study identified that the proposed land use designations of the Secondary Plan would accommodate approximately 499,500 square feet of local serving retail space, and an additional 168,700 square feet of regional serving space. The Study stated this is sufficient to serve the local retail needs of residents within the Secondary Plan. Approximately 26,600 square feet of unmet commercial need is identified, but the Study identifies this as a reasonable margin of error and anticipates that this residual need would be met through additional neighbourhood retail permitted in the Neighbourhood Areas.

6.6 Community Services and Facility Study

A Community Services and Facilities Study was prepared in support of this application by urbanMetrics, dated June 2024. The Study identified that the range of services and facilities permitted in the Secondary Plan are sufficient to support future residents. The Study states that existing services and facilities in Mayfield West to the east or the City of Brampton to the south are accounted for in their study of area supply, where appropriate. Per the Study, there is sufficient parkland proposed, but there is a need for a community centre, which can be accommodated in the Community Park or within the Phase 2 lands. There is a minor shortfall in library space, which can be accommodated through co-location with the community centre or another institutional or commercial site. The Study recommends the Secondary Plan or implementing zoning by-law provide for opportunities to accommodate day nurseries and private day care.

The Study confirms that the Subject Lands are not currently covered by sufficient emergency services, however, future municipal and regional planning may meet this need at build-out. A conceptual fire station is identified by the Town of Caledon at the Tim Manley Avenue/Chinguacousy Road intersection (Figure F2a of the Future Caledon Official Plan) and expected to cover the Secondary Plan. A paramedic station will need to be confirmed by Peel Region Paramedics Services but may be co-located with the conceptual fire station. Sufficient police and hospital services are available.

The Study confirms that the proposed transit network within the Secondary Plan will support the complete community character of the Secondary Plan and access to neighbourhood facilities.

6.7 Community Design Guidelines and Architectural Design Guidelines

Community Design Guidelines (CDG) and Architectural Design Guidelines were prepared by NAK Design Strategies, dated July 2024 (and revised July 2025). The CDG/ADG were prepared in accordance with the recently approved Town-Wide Design Guidelines (2025). The CDG/ADG provide physical design direction for future development within the Secondary Plan, including for mobility networks, special character areas, open space, and general built form. Guiding principles are proposed in the CDG, including protecting and enhancing the existing natural features; pedestrian friendly streetscapes and placemaking, housing choice and diversity of housing types; compatibility with the adjacent existing community; integrated active and passive parks and open spaces; attractive built form, transit integrated development; and low impact development.

The CDG/ADG identify special character areas within the Secondary Plan, including the Alloa North Neighbourhood Centre, the Chinguacousy Road/Tim Manley Urban Corridor Node, the Mayfield Road/Chinguacousy Road Mixed-Use Node, the Mayfield Road Interface, the Greenbelt Plan Area Interface, and the Mayfield Road Employment Centre. The Greenbelt Plan area discussed within the CDG is not within the boundaries of the Secondary Plan. Methods and techniques for sustainable and low impact design are discussed, including transportation alternatives, hard and soft landscaping, water conservation, lighting, and material use.

6.8 Healthy Development Assessment

The Region of Peel Healthy Development Assessment was prepared in support of the Secondary Plan by NAK Design Strategies. The Secondary Plan achieves a gold score of 57/60, or 95%.

6.9 Cultural Heritage Impact Statement

A Cultural Heritage Impact Statement was prepared in support of the Secondary Plan by WSP, dated December 14, 2023 (and revised August 2025). Per the Statement, twenty one (21) known and potential built heritage resources (BHR) and cultural heritage landscapes (CHL) were identified (not designated) within and adjacent to the Subject Lands. The Statement recommends structuring the development work plan to avoid direct and indirect impact to the BHRs and CHLs. Where avoidance is not feasible, property-specific Cultural Heritage Impact

Statements (CHIS) are recommended at a further development stage to further evaluate the impacted property(ies) and potential mitigation measures. A further recommendation is to indicate the identified heritage properties on project mapping to inform the project team.

6.10 Fiscal Impact Study

A Fiscal Impact Study was prepared in support of the Secondary Plan by Keleher Planning & Economic Consulting Inc., dated July 2, 2024 (and revised June 2025, as discussed with Town's peer reviewer). The Study estimates a net positive overall fiscal outcome of the Alloa Secondary Plan and a net positive fiscal impact to the Town. Based on these findings, the estimated annual fiscal surplus could be used to mitigate future property tax increases or expand or maintain municipal services. It is understood that this Study is prepared to assess a rough scale of impact from the Secondary Plan, and it is recommended that this Study is used orientationally, as the estimates depend on a number of variables.

6.11 Local Subwatershed Study

A Local Subwatershed Study was prepared in support of the Secondary Plan by Crozier, in association with GSAI, Azimuth Environmental Consulting Inc., GEO Morphix Ltd., Urbantech Consulting, and Cunningham Environmental Associates, dated July 2024 (and revised August 2025). The Study provides the NHS and water resource context for the Secondary Plan. It characterizes existing conditions, identifies potential impact from development, and recommends management strategies to minimize or mitigate impact on natural resources. Completed and ongoing fieldwork in support of the study includes aquatic, terrestrial, wildlife, birds, amphibians, headwater drainage feature assessment, groundwater and surface water monitoring, and water quality.

The Study identified constraints and floodplain mapping on the Subject Lands and recommended a management strategy including reconfigured flood containment corridors and an extension of the existing NHS, including expanded corridors and linkages. This would also include a reconfiguration of the Alloa Municipal Drain. The Study concluded that the Secondary Plan Land Use Plan respects all identified constraints to development and provides opportunities for creating an enhanced NHS.

6.12 Scoped Servicing Study

A Scoped Servicing Study was prepared by Urbantech Consulting, dated July 2024 (and revised August 2025). The Study provides a general overview of the servicing strategy for the Secondary Plan, including water, sanitary, and stormwater. It is intended to be read in

conjunction with the Local Subwatershed Study (Crozier, August 2025) also prepared in support of this application.

Per the Study, existing stormwater conditions include the north portion of the Subject Lands draining to the Alloo Municipal Drain, primarily through tile drainage, and the south portion draining to Mayfield Road. The proposed SWM plan identifies multiple SWM pond facilities to service the Secondary Plan. Additional management includes private on-site control for applicable employment blocks and select lands west of Chinguacousy. Ultimate drainage will flow to outlets at Huttonville Creek, Fletcher's Creek, and Etobicoke Creek. Storm outlets will be coordinated with planned road widening projects at Mayfield Road and Chinguacousy Road. The Study recommends a number of Low Impact Development measures to promote water infiltration and on-site retention, including downspout retention, infiltration trench, bioretention, rain barrel, soil cells, perforated pipe system, dry SWM ponds, and/or infiltration chambers.

Erosion and sediment control management measures are recommended during construction, including staking or fencing natural features, sediment and snow fences, construction plans, temporary sediment ponds, check-dams and cut-off swales, sediment traps, gravel mud mats, and routine inspection.

Per the Study, existing grading conditions generally slope from the north to the south and the proposed grading is generally consistent with this pattern. Grading will be coordinated with planned road reconstruction projects on Mayfield Road, Chinguacousy Road, Creditview Road, Mississauga Road, and the Highway 413 Transportation Corridor.

Per the Study, the existing flood hazard mapping for the Subject Lands informs the extent of the NHS. Under proposed conditions, floodplain limits and associated watercourses are intended to be regularized, realigned, and improved.

Per the Study, existing sanitary servicing is from the Region of Peel's lake-based wastewater system. Proposed sanitary servicing will utilize the Region's existing and planned infrastructure. Wastewater from the Phase 1 lands of the Secondary Plan is generally directed to the Fletcher's Creek trunk sewer via a future planned 750mm sanitary connection at Brisdale Drive. Wastewater from the Phase 2 lands is generally directed to the Credit Valley trunk sewer via a future planned 900mm sanitary connection at Mississauga Road/Mayfield Road. A series of local sub-trunk sewers will service the Secondary Plan, generally draining north-south and connecting to the above mentioned infrastructure. The Study confirmed that local sanitary infrastructure is in place to support development in Phase 1 of the Secondary Plan.

Per the Study, existing water servicing is from the Region of Peel's lake-based water system. Proposed water servicing will utilize the Region's existing and planned infrastructure, including watermains along Mayfield Road and Chinguacousy Road. The Study confirmed that local water infrastructure is in place to support development in Phase 1 of the Secondary Plan.

6.13 Transportation Needs Assessment

A Transportation Needs Assessment was prepared by Crozier in support of the Secondary Plan, dated July 2024 (and revised August 2025), with the focus of developing a multimodal transportation network. Per the Assessment, the existing transportation network is primarily vehicular focused, with limited public transit or active transportation networks. The proposed transportation network will support the establishment of transportation services and active transportation networks along a new network of collector roadways. This network will be supported by connection to future Highway 413 transitway stations, as well as the future Mayfield West transit hub and the existing Mount Pleasant GO station. The proposed transit plan within the Assessment results in over 95% of the proposed community lands being situation within 400 metres distance to transit stops.

The Assessment recommends reduced parking rates for future development applications, including for mixed-use and transit-accessible areas. The Assessment additionally recommends future study for future applications, as well as the implementation of traffic calming measures and the identified cross-sections and turn lane designs.

6.14 Environmental Noise Feasibility Study

An Environmental Noise Feasibility Study was prepared in support of the Secondary Plan by Valcoustics Canada Ltd., dated July 2024. The Study identified transportation noise sources with potential for impact on development within the Secondary Plan as traffic on Mayfield Road, Mississauga Road, Creditview Road, Chinguacousy Road, future internal roadways, and the Highway 413 Transportation Corridor. On review, the Study recommends mitigation measures at applicable areas near transportation corridors within the Secondary Plan to meet noise guideline limits. Mitigation measures include mandatory air conditioning, provisions for adding air conditioning, upgraded exterior wall and window construction, sound barriers, and warning clauses.

Additional stationary noise sources with potential for impact on development include existing and future employment and commercial uses within the Subject Lands. Per the Study, sound levels from existing uses meet noise guideline limits without mitigation. Detailed assessments

of these uses and future uses are recommended for future draft plan applications where applicable.

Regarding the Region of Peel Alloo Reservoir and Pumping Station and the future Town of Caledon works yard, the Study determined no obvious noise sources at these sites. The Study anticipated that the most significant noise source associated with a pumping station would be the testing of an emergency generator. The future construction of the works yard would otherwise be required to meet MECP sound level limits. Per the Study, further study is recommended for subsequent planning applications for adjacent development to confirm applicable noise sources and any required mitigation.

6.15 School Site Needs Analysis

A Student Accommodation and School Site Needs Analysis was prepared in support of the Secondary Plan by Quadrant Advisory Group Limited, dated June 3, 2024. The Analysis reviewed student accommodation needs that would be generated by the development of the Subject Lands. Approximately 2,960 elementary pupils were projected for the PDSB and 1,461 elementary pupils were projected for the DPCDSB. Approximately 1,387 secondary pupils were projected for the PDSB and 110 secondary pupils were projected for the DPCDSB.

The analysis determined that three (3) PDSB elementary, one (1) PDSB secondary, and two (2) DPCDSB elementary sites would be required. The analysis further notes the value of intensifying school sites and co-locating schools adjacent to parks.

7.0 Policy Context

7.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) came into force and effect on October 20, 2024. The PPS replaced both the Provincial Policy Statement, 2020, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, building upon housing-supportive policies from both documents. All planning decisions are to be consistent with the policy statements issued under the *Planning Act*, including the PPS.

The PPS provides policy direction on matters of provincial interest related to land use planning and development. Per the PPS, Municipal Official Plans are the most important vehicle for implementation of Provincial objectives and for achieving comprehensive, integrated, and long-term planning. Official plans should coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial outcomes.

The PPS is to be read in its entirety and in conjunction with other Provincial plans. The PPS does not take precedence over other Provincial plans in the instance of a conflict.

Chapter 2 of the PPS provides policy direction related to “Building Homes, Sustaining Strong and Competitive Communities” and is applicable to the Subject Lands. It generally encourages an appropriate range and mix of housing options to meet Provincial growth forecasts, as well as the achievement of complete communities.

“Complete communities” are defined in the PPS as: *“places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations.”*

Housing

Section 2.2 states that *“Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

- c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations."*

The Secondary Plan is planned for a Community Area density of 78 residents and jobs per hectare, which meets and exceeds the minimum target of 67.5 people and jobs per hectare established by the Region of Peel Official Plan. Approximately 11,200 units and a population of 33,000 people is planned for across a range of housing options, including diversity in form, density, size, and tenure, and suitable housing for different incomes, ages, lifestyles, and families. See Section 3.13 for further detail on the housing mix planned in the Secondary Plan.

In conformity with the housing targets set by the Region of Peel, the Secondary Plan targets a total of 30% of all new housing units to be affordable, that 25% of all new housing units are rental tenure, and that 50% of all new housing units are in forms other than detached and semi-detached. Gentle density will be encouraged through additional residential units (ARUs) and multiplexes. An area of approximately 0.81 ha (2.0 ac) is also planned to be provided to the Region of Peel for the development of an affordable housing block.

A Housing Assessment has been prepared in support of this application, prepared by GSAI, dated July 2, 2024, which details the range of housing options anticipated within the Secondary Plan, including detached, semi-detached, townhouse forms, multiplexes, apartment, and mixed-use residential. Approximately 69% of the unit mix in the Secondary Plan is planned to consist of Medium, High Density, or Mixed Use built forms. Housing options in the Secondary Plan will include a commitment towards affordable ownership and rental housing, as integrated within neighbourhoods and other market ownership housing. Development, particularly within the Major Commercial/Mixed Use designation, will be planned to provide flexibility for future redevelopment to accommodate evolution into ultimate higher density built forms along major corridors.

Settlement Areas and Strategic Growth Areas

Per Section 2.3.1.1 of the PPS, growth and development should be focused in Settlement Areas and Strategic Growth Areas. The Secondary Plan is located in the Region of Peel's 2051 New Urban Area, and the Town of Caledon's New Community Area. As such, it is a logical area for residential growth, adjacent to existing or planned built up areas in the Town of Caledon and the City of Brampton (Mayfield West; Mount Pleasant, respectively), and adjacent to the future

Highway 413 and other major transportation corridors. These areas consist of existing and planned features, including community amenities, servicing connections, and transportation networks that will be accessible to future residents and workers of the Secondary Plan. The Secondary Plan contributes to this existing land use context by providing an additional mix of land uses that is complementary to the surrounding area. The Secondary Plan contributes to the achievement of complete communities in this location, per the planned range of uses, transportation network, and housing mix.

The planned density of the Secondary Plan can be accommodated in this area by existing and planned municipal servicing and transportation, as identified in the Scoped Servicing Study (Urbantech, August 2025) and the Transportation Needs Assessment (Crozier, August 2025) submitted in support of this application.

Employment

Section 2.8 of the PPS outlines policy regarding employment and states that *"Planning Authorities shall promote economic development and competitiveness by:*

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and*
- e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses."*

The designated employment area at the southwest of the Secondary Plan is planned to consist of industrial and employment uses, including *major facilities* (as defined by the PPS). No residential or sensitive land uses are planned or permitted in the employment area. The employment area is naturally buffered from sensitive uses to the north by a defined NHS buffer

(the existing Alloa Municipal Drain). Land uses north of the NHS are residential and sufficiently separated from the southerly employment uses.

To the east of the employment area, and specifically the General Employment Area, the planned land use consists of a mix of Neighbourhood Area and Major Commercial/Mixed Use Area. However, adverse impact to potential residential development is expected to be minimal or otherwise mitigated as the General Employment Area represents the Alloa Water Pumping Station and Reservoir, which is generally underground and otherwise landscaped. Additionally, the Reservoir is anticipated to remain long-term as necessary public infrastructure and not to be converted to a more intensive use. Neither the Reservoir, nor the future operations centre and works yard are anticipated to produce adverse effects, emissions, or obnoxious traffic.

An Environmental Noise Feasibility Study was prepared in support of this application by Valcoustics, dated July 2024. Significant noise sources were not identified within existing employment uses and no mitigation measures were recommended. Noise sources were primarily identified along transportation routes and mitigation measures were recommended to meet noise guidelines. These are summarized in Section 6.16 above in this Report.

No new collector roads are planned through the employment area to prevent additional residential traffic from moving through the area and creating a conflict with truck and passenger vehicle interface. It is also understood that the Town of Caledon's economic development section identified a potential knowledge/innovation park at the northeast corner of Mayfield Road and Mississauga Road with industrial stakeholders. As such, no amenities or change in land use is planned for this area, in order to facilitate this potential land use. Existing employment, including the agri-science use at 12111 Mississauga Road and the topsoil and equipment storage use at 816 Mayfield Road shall be permitted to continue at their location without disruption through the development of the Secondary Plan.

The Secondary Plan also supports long-term economic prosperity through a range of housing options that may produce a diverse work force, the creation of place and character, an efficient, accessible multimodal transportation system, and minimizing negative impacts from climate change for long-term health. The designated employment area will facilitate economic investment in the Secondary Plan and the production of 2,471 jobs, at a density of 26 jobs per hectare.

Major retail uses will be located outside of the designated Employment Area, in the Major Commercial/Mixed Use Area designation. Further employment will be provided in the Neighbourhood Area, where non-residential uses are permitted, including neighbourhood scale retail, commercial, personal service, and professional services. These uses are intended

to be integrated within residential and mixed use neighbourhoods. The existing and planned schools within the Secondary Plan will further provide approximately 50 jobs per school.

Energy Conservation, Air Quality, and Climate Change

Section 2.9 of the Planning Statement outlines policy regarding greenhouse gas emissions and preparing for the impacts of a changing climate.

The Secondary Plan provides for green infrastructure at a high level through a robust NHS and NHS linkages, as well as identification of parks and SWM systems. NHS features and buffers have been delineated to preserve biodiversity within protected areas. The Secondary Plan further encourages applicants at the draft plan level to utilize green infrastructure strategies, including Low Impact Development measures and streetscape elements such as street trees. A multimodal transportation network is planned, including pedestrian pathways and trail network that connects park facilities, the NHS, and public transportation routes.

The Secondary Plan represents a land use pattern and range of housing types that support compact, walkable development and promote energy efficiency. As noted, the Secondary Plan has a 69% unit mix of medium density, high density, and mixed use forms, generally located near existing built up areas and accessible transportation networks. The transportation network includes both regional transit connections and local mobility options that include cycling infrastructure and pedestrian paths and trails, which may reduce the dependence on personal vehicles. The Employment Area is accessible by two major arterial roads that support future public transit (Mayfield Road; Mississauga Road) and a future Highway 413 Transitway station.

Regarding energy efficiency, all development in the Secondary Plan area will be encouraged to incorporate low-carbon or energy efficient strategies in design and construction, such as heat pumps, hybrid heating systems, cool/green roof materials, and solar-readiness. A Community Energy and Emissions Reduction Plan has been prepared in support of the Secondary Plan by Pratus Group Inc., May 2025). Per the Plan, multiple energy efficiency and emission reduction strategies are considered feasible to implement within the Secondary Plan. The Secondary Plan also encourages water conservation, including rainwater harvesting and reuse systems for outdoor irrigation and use.

A Climate Change Adaptation Plan will be submitted in support of the Secondary Plan, and a Letter of Intent has been included with the initial submission, prepared by Pratus, dated July 2, 2024. Further detail is provided in Section 6.3 of this Report. Concurrent with preparing the Climate Change Adaptation Plan, Pratus has advised additional supporting studies on the integration of climate adaptive strategies, including the Scoped Servicing Study (Urbantech, August 2025), Local Subwatershed Study (Crozier, August 2025), and Community Design Plan

(NAK, July 2025). The Secondary Plan intends to incorporate climate change adaptation and mitigation in design and respond to the recommendations of the Climate Change Adaptation Plan.

Transportation Systems

Section 3.2 of the PPS outlines policy relating to transportation, where development is encouraged to use existing transportation infrastructure and incorporate multimodal options with an emphasis on connectivity. A sustainable and accessible transportation network is planned throughout the Secondary Plan, generally consisting of extensions from the existing area network along the arterial and collector roads, including connections to Brampton Transit and GO Transit. These areas of the Secondary Plan, along the existing arterial and collector roads (Mayfield Road, Mississauga Road, Creditview Road, Chinguacousy Road), will generally consist of the greatest mix of uses and densities in the Secondary Plan, providing for a transit-supportive development pattern. Two interchange connections to the future Highway 413 are planned, supporting access to the employment area and supporting high-density residential development, including higher density development in the Special Policy Area 1.

Where the existing surrounding area may be primarily vehicle-reliant and limited on transit connections, the planned transportation network will incorporate multimodal mobility options, as outlined in the Transportation Needs Assessment (Crozier, August 2025). The proposed transit plan within the Assessment results in over 95% of the planned community lands being within 400 metres distance to transit stops, providing further connection to the Highway 413 Transitway stations, Mayfield West Transit Hub, and Mount Pleasant GO Station. A recreational trail network will provide further pedestrian linkages in the community off the primary road grid. A complete streets perspective has been utilized in all transportation planning and natural traffic calming measures are recommended in tertiary design of the expanded road network, as well as direct traffic calming implementation at the more detailed design scale.

Highway 413 is a major transportation and infrastructure corridor and Mayfield Road and Mississauga Road are freight-supportive corridors. These rights-of-way have direct connection to the planned Employment Area of the Secondary Plan and have been considered in the design of the Secondary Plan.

Sewage, Water, and Stormwater

Policy requirements under Section 3.6 of the PPS are addressed through the Scoped Servicing Study (Urbantech, August 2025). Per the Study, the Secondary Plan can accommodate the target population through an extension of existing municipal sewage and water services, and

there is sufficient water and sanitary infrastructure to support development in Phase 1 of the Secondary Plan at this time. The Secondary Plan SWM strategy identifies multiple SWM pond facilities to service the Secondary Plan as well as LID measures and climate change considerations in design.

Further, a Local Subwatershed Study was prepared in support of this application (Crozier, August 2025). The Study identifies wetlands and the Alloa Municipal Drain as existing sensitive surface water features and proposes to protect them through the design and intent of the NHS, including the general prohibition of development, and the Secondary Plan SWM strategy. Existing flood hazard mapping for the Subject Lands informs the extent of the NHS and the strategy intends to reduce the impact and hazards of stormwater on natural areas, including water quality control. Under proposed conditions, floodplain limits and associated watercourses are intended to be regularized, realigned, and improved.

The approximately 167.76 hectares (414.5 acres) of protected NHS area will support green infrastructure and environmental sustainability. Approximately 25 hectares (61.8 acres) of parkland is also planned, which will also support green infrastructure. Together, these areas represent approximately 27% of the Secondary Plan area. Additionally, approximately 32.21 hectares (76.6 acres) of stormwater ponds are planned, which will support naturalized planting areas and improve resilience.

Public Spaces, Recreation, Parks, Trails and Open Space

Section 3.9.1 of the PPS states that *"Healthy, active, and inclusive communities should be promoted by:*

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

Regarding public service facilities, a Community Services and Facilities Study was prepared by urbanMetrics, dated June 2024, and concluded that the range of existing or planned services and facilities accessible from the Subject Lands are sufficient to support future residents. The Study also identified a need for a community centre in the Secondary Plan, which was further requested by the Town. A community recreation facility is planned in Phase 2 of the Secondary

Plan, intended to serve the overall Secondary Plan area. The facility could additionally co-locate with public services, including library services

The Secondary Plan identifies six neighbourhood parks and two community parks, for an approximate total of 25 hectares (61.8 acres) of parkland. Recreational trails are intended to connect between park facilities, the NHS, and other public transportation routes. Active transportation linkages will be provided where it has been demonstrated there will be no adverse impacts to user or the NHS.

Natural Heritage

Chapter 4 of the PPS discusses the Wise Use and Management of Resources, including NHS, water, agriculture, and cultural heritage/archaeology.

Approximately 169.49 hectares (418.8 acres) of NHS has been identified and will be protected in the Secondary Plan, including the provision of natural linkages between features. Notably, this NHS provides a natural buffer between employment and neighbourhood areas at the southwest of the Subject Lands (Phase 2), supporting compatibility between land uses.

The Local Subwatershed Study (Crozier, August 2025) characterizes the NHS resources that could be impacted by future urban development and identifies constraints and opportunities associated with the planned land uses, including NHS, floodplains, and buffers. The NHS resources assessed in the Study are identified on the Land Use Plan as Natural Environment System Area, which generally prohibits development outside of habitat conservation, passive recreation, and SWM. Where possible, linkages are identified to provide connectivity between natural features, both internally and externally to the Subject Lands. These lands will generally prohibit development and are anticipated to be conveyed to the Town of Caledon.

Through its analysis, the Study has identified management approaches to mitigate potentially negative impact and enhance existing NHS conditions. Floodplain limits are proposed to be regularized, realigned, and improved to support development.

Agricultural

Section 4.3 of the PPS outlines policy regarding agriculture, including protection of the agricultural system. Per the Future Caledon Official Plan, the Subject Lands have been redesignated from Prime Agricultural Area to primarily New Community Area and New Employment Area. No Prime Agricultural Areas are currently identified on the Subject Lands.

An Agricultural Impact Assessment was prepared in support of the Secondary Plan by Colville Consulting Inc. (February 2025). The Assessment confirms that the Subject Lands are a reasonable location for settlement area expansion for the Town of Caledon as they are lower priority agricultural lands. A series of recommendations are provided by the Assessment, which are understood to reduce or make negligible the net impacts of future proposed development on the Subject Lands.

Cultural Heritage and Archaeology

Per Section 4.6.2 of the PPS, development and site alteration shall only be permitted on lands containing archaeological resources if the significant archaeological resources have been conserved. A Stage 1 Archaeological Assessment has been prepared in support of the Secondary Plan by Parslow Heritage Consultancy Inc., dated January 17, 2024. The Assessment was entered into the Ontario Public Register on January 31, 2024. Per the Assessment a Stage 2 assessment is recommended for the Subject Lands, where not already complete for individual parcels. It is anticipated these Stage 2 assessments will be completed in support of future development applications on the Subject Lands for impacted parcels.

Engagement with Indigenous communities has begun in support of the Secondary Plan, as discussed in Section 5.1 of this Report and outlines in the Indigenous Engagement Memo (Crozier, May 2025). As noted, engagement has occurred with: Mississaugas of the Credit First Nation; Six Nations of the Grand River; Huron-Wendat Nation; Haudenosaunee Confederacy of Chiefs (as represented by the Haudenosaunee Development Institute); and Métis Nation of Ontario (Region 8).

Regarding cultural heritage and Section 4.6.3 of the PPS, a Cultural Heritage Assessment Report has been prepared for the Secondary Plan (August 2025). Per the Statement, twenty one (22) known and potential built heritage resources (BHR) and cultural heritage landscapes (CHL) were identified (not designated) within and adjacent to the Subject Lands. Further assessment of each BHR and CHL was recommended in the Assessment for future development applications on impacted properties where undue impact to heritage features cannot be avoided. Per the final recommendation of the Statement, all BHRs and CHLs are approximately identified on the Land Use Plan.

Conclusion

As demonstrated above, the Secondary Plan is consistent with the PPS as it constitutes an appropriate density in an area designated for growth. Constraints are identified and the area can be adequately serviced by existing or planned water, sanitary, and stormwater infrastructure as well as future municipal transit improvements, including multimodal paths and

rapid transit. As such, the Secondary Plan contributes to the development of complete communities and is consistent with the policies of the PPS.

7.3 Region of Peel Official Plan (2022)

As of July 1, 2024, under the *Planning Act* and through Provincial Bill 185, Peel Region was designated an "upper-tier municipality without planning responsibilities". Consequently, the local municipalities, including the Town of Caledon, are the land use planning authorities responsible for local and regional official plans and development applications. As such, the Region Official Plan (ROP) is now implemented by the Town of Caledon.

Prior to July 2024, the ROP was adopted by Regional Council on April 28, 2022, and was adopted with modifications by the Ministry of Municipal Affairs and Housing on November 4, 2022. The 2051 population forecast for the ROP is 2,280,000 persons – including 300,000 expected in the Town of Caledon. Similarly, the employment forecast is 1,070,000 – including 125,000 jobs expected in the Town of Caledon.

The ROP provides a policy framework for guiding long-term growth and development in Peel Region while having specific regard for protection of the natural environment, managing renewable and non-renewable resources, and outlining a consistent regional structure. It also provides guidance to the area municipalities in the preparation and implementation of their local Official Plans. Local municipal official plans are expected to be more detailed in their policy than the ROP.

Within the ROP, the Subject Lands are designated "2051 New Urban Area" and "Employment Area" (see *Figure 3 – Region of Peel Official Plan – Schedule E-1 – Regional Structure*).

A primary theme of the ROP policy is sustainability, which is read through cultural, economic, and environmental lenses to meet the needs of present populations while safeguarding the needs of future populations. Through this understanding, the ROP outlines the following policy goals: *to create healthy, resilient, equitable, and sustainable regional communities; to recognize, respect, preserve, restore and enhance the importance of ecosystem features, functions and linkages; to ensure the Region is resilient and adapted to a changing climate; to recognize the importance of a vital, competitive and diverse economy; and to support growth and development which takes place in a sustainable manner.* The Secondary Plan intends to meet these policy goals through the implementation of a new secondary plan in a developing area and an emphasis on multimodal transportation, a mix of uses, and a range of housing options.

The Natural Environment

Chapter 2 of the ROP outlines environmental features to be protected and Sections 2.3 and 2.4 of the ROP outline policy and objectives regarding the natural environment and climate system, respectively. Relevant policy includes:

2.3.3 *Protect, maintain, restore and enhance the quality and ecological integrity of ecosystems, including air, water, land and biota jointly with the local municipalities, conservation authorities, federal and provincial agencies.*

The Secondary Plan encourages a compact form of development that intends to support alternatives to automobile travel, a reduction of emissions, and a protection or enhancement of NHS features. The Local Subwatershed Study (Crozier, August 2025) informs the land use pattern of the Secondary Plan, including the delineation of the NHS and NHS linkages, and provides recommendations for mitigating the impact of development and site alteration.

2.4.10 *Direct the local municipalities in collaboration with the Region to undertake community energy and greenhouse gas emissions reduction planning in accordance with provincial guidance, including developing energy use and greenhouse gas inventories for local community emissions, establishing emission reduction targets, objectives or scenarios, and recommending strategies and actions to reduce emissions and promote low carbon energy alternatives.*

The Community Energy and Emissions Reduction Plan (Pratus, May 2025) details building-scale measures to reduce emissions and promote low carbon alternatives, with opportunity to reduce up to 85% of greenhouse gas emissions associated with development in the Secondary Plan.

2.4.12 *Proactively engage all orders of government, the private sector, public organizations and the public to support implementation of climate change planning actions.*

A Climate Change Adaptation Plan has been prepared and will be submitted in support of the Secondary Plan. The Secondary Plan intends to incorporate climate change adaptation and mitigation in design, and implement or respond to the recommendations of the Climate Change Adaptation Plan. The Local Subwatershed Study has been prepared with input from Pratus and the Climate Change Adaptation Plan.

Section 2.5 of the ROP outlines objectives and policy regarding air quality, including:

- 2.5.2 *To improve local air quality and reduce greenhouse gas emissions.*
- 2.5.3 *To promote sustainable development and land use patterns which address public health, transportation systems, energy conservation and environmental concerns.*

The Secondary Plan's multimodal transportation plan intends to support alternative methods of travel to reduce dependence on personal vehicles and resultingly reduce greenhouse gas emissions. The compact built form encouraged by the land use pattern and housing targets of the Secondary Plan will further encourage energy conservation and efficiency. Approximately 27% of the Secondary Plan consists of NHS area or parkland, which support green infrastructure, biodiversity, and access to environmental areas for residents.

Section 2.6 of the ROP outlines objectives and policy regarding water resources, watersheds, and SWM. Relevant policy includes:

- 2.6.5 *Protect, improve or restore the quality and quantity of water resources, including Water Resource System features and areas, key hydrologic areas and key hydrologic features, and their hydrologic functions, and related natural systems, features and areas, including their linkages and related functions, jointly with the local municipalities, conservation authorities and other related agencies.*
- 2.6.9 *Require the use of low impact development and green infrastructure approaches, as appropriate, to mitigate and adapt to climate change impacts, mitigate the impacts of development on natural heritage features, support the efficient and sustainable use of water resources and to manage stormwater.*

The Local Subwatershed Study includes the components further described in Section 2.6.19.7 of the ROP, including characterizing existing conditions, assessing impact from the Secondary Plan, and providing recommendations to avoid or mitigate environmental impacts. The Study identifies water features to be protected or enhanced, including wetlands and the Alloo Municipal Drain, and identifies opportunities for greater linkages between features. Recommendations from the Study will be incorporated into development of the Secondary Plan area, including recommendations for further study at the local level.

All significant water features have been identified through the reporting of the Local Subwatershed Study and are protected from development within the Natural Environment System Area designation of the Secondary Plan, which generally prohibits development. Low Impact Development (LID) measures are recommended, including downspout disconnection, infiltration trench, bioretention, rain barrels, soil cells, perforated pipe systems, dry SWM ponds, and infiltration chambers.

Section 2.6.20 of the ROP provides policy on SWM, with the objective to support practice that *protects, improves, or restores the health of water resources, minimizes flooding and erosion, and considers the risks and vulnerabilities of stormwater infrastructure to climate change and the role of stormwater management in climate change adaptation* (2.6.20.1). The Region directs the Town of Caledon to integrate SWM planning requirements throughout the planning approvals process (2.6.20.7) and requires proposals for large-scale development to be supported by a SWM plan (2.6.20.13).

The Scoped Servicing Study (Urbantech, August 2025) contains the requirements of Section 2.6.20.13 and informs the land use pattern of the Secondary Plan to protect the health of water resources while reducing the impact and hazards of stormwater. Erosion, quality control, and LID measures are recommended.

Section 2.14 of the ROP outlines policy regarding the Greenlands System in the Region of Peel, of which the long-term ecological function is intended to be protected, restored, or enhanced. (2.14.1) Per Schedule C-2 of the ROP, Core Areas of the Greenlands system are identified on the Subject Lands. Core Areas may consist of NHS features and areas including wetlands, woodlands, Environmentally Sensitive or Significant Areas, valley and stream corridors, and/or fish and wildlife habitat (2.14.12).

It is understood these boundaries are intended to be general in nature and may be refined at a more local level, including through local municipal official plans, and site-specific studies. As such, the boundaries of these features have indeed been refined through the Local Subwatershed Study. The planned boundaries, as identified on the Secondary Plan Land Use Plan, and in more detail in the Local Subwatershed Study, are intended to maintain, restore, or provide new linkages between NHS features, in conformity with the objectives of the ROP (2.14.2).

In accordance with Section 2.14.15 of the ROP, development will be generally prohibited within the Natural Environment System Area designation of the Secondary Plan, which includes Core Areas of the Greenlands system. Limited uses and activities are permitted within this designation, including fish and wildlife conservation and management, passive recreational facilities, and essential stormwater infrastructure. These lands have been zoned to prevent development and ensure the lands remain primarily in a natural state and/or restored and enhanced in accordance with the recommendations of the Local Subwatershed Study. The Natural Environment System Area lands are ultimately intended to be conveyed to the Town of Caledon through the development approvals process, where applicable.

Section 2.14.43 of the ROP outlines policy regarding the urban forest, which is defined as *all trees in urban and rural settlement areas, as well as the soils that sustain them, located on public and private property. The urban forest includes trees in natural areas as well as trees in more manicured settings such as parks, yards and boulevards.* Per the ROP:

2.14.43.3 *Recognize the urban forest as green infrastructure and a natural asset and provide direction to incorporate trees and wooded natural areas in municipal asset management planning.*

The Secondary Plan encourages the use of green infrastructure strategies in development, including the retention, restoration, or expansion of the urban forest. Outside of the NHS system, trees will generally be encouraged in local streetscape design, parkland planning, and stormwater pond design.

Regarding Section 2.16 and natural hazard policy in the ROP, development in the Subject Lands will be directed away from hazardous lands and flood plains, which are identified within the Natural Environment System Area designation, and as defined by the Local Subwatershed Study. LIDs and green infrastructure are encouraged in the Secondary Plan across all development to reduce risks associated with natural hazards.

Natural and Cultural Resources

This chapter outlines policy regarding the use of resources within the Region of Peel, including resources within the natural environment and recreation and cultural resources. Section 3.6 outlines policy regarding cultural heritage. Relevant policy includes:

3.6.10 *Require local municipal official plans to include policies where the proponents of development proposals affecting cultural heritage resources provide sufficient documentation to meet provincial requirements and address the Region's objectives with respect to cultural heritage resources.*

3.6.11 *Direct the local municipalities to only permit development and site alteration on adjacent lands to protected heritage property where the proposed property has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

A Cultural Heritage Assessment Report (WSP, August 2025) prepared for the Secondary Plan discussed the twenty one (21) known and potential built heritage resources (BHR) and cultural heritage landscapes (CHL) that are identified (not designated) within and adjacent to the Subject Lands. The Assessment includes recommendations for further assessment with future

development applications, including potential conservation measures. Where possible, cultural heritage features are intended to be incorporated into community design.

3.6.12 *Direct the local municipalities to only permit development and site alteration on lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been conserved by removal and documentation, or by preservation on site, consistent with provincial requirements. Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity of the site may be permitted.*

A Stage 1 Archaeological Assessment (Parslow Heritage Consultancy, January 2024) was prepared for the Subject Lands. Per the Assessment, a further Stage 2 assessment is recommended for the Subject Lands, where not already complete for individual parcels. It is anticipated these Stage 2 assessments will be completed in support of future development applications on the Subject Lands for impacted parcels.

Section 3.7 of the ROP outlines policy regarding energy resources, where a stated objective is to *conserve energy by promoting energy efficient land use and development patterns, efficient transportation, and alternative and renewable energy systems*. Relevant policy includes:

3.7.6 *Support energy conservation and efficiency through land use and development patterns which promote compact built form and sustainable modes of transportation.*

As discussed, the Secondary Plan is located adjacent to existing or planned communities in the Town of Caledon and City of Brampton (Mayfield West, Mount Pleasant, respectively) with existing regional infrastructure and services. The Secondary Plan is a logical extension of growth from these areas, and will provide for efficient delivery and use of existing and planned services across community boundaries. The greatest mix of uses and densities in the Secondary Plan will generally be located along the existing arterial and collector roads (Mayfield Road, Mississauga Road, Creditview Road, Chinguacousy Road) on the Subject Lands, adjacent to surrounding communities, and providing for transit-supportive development. Approximately 69% of the unit mix in the Secondary Plan is planned to consist of Medium, High Density, or Mixed Use built forms, which includes townhouses, stacked townhouses, and apartments.

3.7.7 *Support energy conservation and efficiency and low carbon energy alternatives in buildings and planned development through community energy and emissions reduction planning initiatives, the development of sustainable site and building design standards and guidelines, and through the development of alternative and*

renewable energy systems, including low carbon district energy systems. The implementation of planning initiatives, standards, guidelines and energy infrastructure should work towards achieving net zero emissions over time.

- 3.7.9 *Support policies that promote the creation of innovative green spaces such as green roofs, white roofs, and the use of urban tree canopy to mitigate urban heat island effects, improve energy conservation and reduce energy demand.*

The use of natural gas will be discouraged in the Secondary Plan and efforts will be made to minimize its use in favour of alternatives, including community scale or renewable energy. The Secondary Plan supports the study and implementation of net zero carbon emission methods. Low-carbon technologies such as heat pumps and hybrid heating systems are encouraged, as well as energy reducing measures such as cool roof/green roof technology and green infrastructure (including street tree canopy).

- 3.7.17 *Direct the local municipalities to require all major development proposals to submit alternative and renewable energy systems feasibility studies, where appropriate, including the consideration of solar and geothermal energy installation and district and other low-carbon energy systems. Where such systems have been determined to be feasible, studies should indicate how the alternative and renewable energy solutions will be incorporated into the development.*

The Community Energy and Emissions Reduction Plan (Pratus, May 2025) was prepared to review energy conservation and local energy production opportunities and identified feasible building-scale opportunities to reduce emissions within the Secondary Plan. Recommended strategies within the Plan will be reviewed and/or implemented through subsequent detailed development planning applications.

Growth Management Forecasts

Chapter 4 of the ROP outlines growth forecasts and guiding policy within the Region of Peel and its three local municipalities, including the Town of Caledon. As noted, the 2051 population forecast for the Region is 2,280,000 persons – including 300,000 expected in the Town of Caledon across 90,000 households. Similarly, the employment forecast for the Region is 1,070,000 – including 125,000 jobs expected in the Town of Caledon. The planned Secondary Plan is planned to accommodate a total population of approximately of 33,600 people and 3,964 jobs (including population-related jobs and the Employment Area).

Section 4.3.14 of the ROP directs local municipalities to *work with school boards and agencies to ensure the necessary infrastructure and public service facilities are in place to accommodate forecasted growth*. In support of the Secondary Plan, a Student Accommodation and School Site Needs Analysis Memorandum was prepared (Quadrant Advisory Group, June 2024) and identified a need for three (3) new PDSB elementary, one (1) new PDSB secondary and two (2) new DPCDSB elementary school sites would be needed to accommodate the planned population of the Secondary Plan. Together with the existing Alloa Public School and Alloa Holding School, these sites are identified on the Land Use Plan to the satisfaction of the School Boards.

Regional Structure

Chapter 5 of the ROP outlines policy to guide development across the Region of Peel, where municipalities will accommodate the expected growth in complete communities while respecting environmental and resource management objectives. Relevant policy includes:

5.3.1 *Direct the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments.*

The Subject Lands are within the Urban System and 2051 New Urban Area, and are located directly adjacent to existing or planned communities in the Town of Caledon and City of Brampton. This area is a logical area for growth in the Region, and an opportunity to leverage investment in service delivery, given the existing services accessible to the Secondary Plan area.

5.3.3 *Plan for major facilities and sensitive land uses to be appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with the applicable provincial guidelines, standards and procedures.*

The Employment Area and Community Area are adequately separated and are generally buffered by the NHS. Only a minor portion of the Neighbourhood Area that would permit residential development is adjacent the General Employment Area designation, which, as discussed, represents the Region of Peel Alloa Reservoir and Pumping Station and a future Town of Caledon operations centre and works yard. The Pumping Station is not anticipated to produce adverse effects that would negatively impact adjacent residential uses and is generally a landscaped lot. The Pumping Station is essential infrastructure, planned as a long-term

facility, and its operations are not anticipated to be impacted by adjacent residential development.

Section 5.3 of the ROP outlines policy regarding growth management, with the objective to manage growth based on growth forecasts, including employment density targets and greenfield density targets. Local municipalities are directed to develop policy for complete communities, including compact, transit-supportive communities in Designated Greenfield Areas (5.4.10). The Secondary Plan provides a diverse mix of land uses, including a range of housing options, and is planned for a transit-supportive compact built form, with multimodal transportation access to employment, recreation, and community amenities.

5.4.17 *Ensure that planning for the development, optimization, or expansion of infrastructure, including infrastructure corridors and supporting facilities will, where applicable:*

- a) *demonstrate through an agricultural impact assessment or equivalent analysis as part of an environmental assessment, that negative impacts on the Agricultural System have been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated;*

Per the Agricultural Impact Assessment (Colville, February 2025), the Subject Lands were assessed as lower priority agricultural lands and a reasonable location for settlement area expansion. Recommendations in the Assessment were provided to reduce or make negligible the impacts of future proposed development on the Subject Lands and neighbouring agricultural area.

- b) *demonstrate through an environmental impact study or equivalent analysis as part of an environmental assessment, that negative impacts on the Greenlands System and the Water Resource System have been avoided or, if avoidance is not possible, minimized and mitigated to the greatest extent feasible; and*

The Local Subwatershed Study (Crozier, August 2025) identifies significant areas for protection, and provides recommendations to minimize or mitigate any negative development impact.

- c) *address requirements in accordance with provincial policies and with the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan and the Oak Ridges Moraine Conservation Plan.*

The Subject Lands are not within the jurisdiction of the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan, or the Oak Ridges Moraine Conservation Plan.

Section 5.4.19 of the ROP outlines policy regarding Greenfield Density. The Region plans for a minimum greenfield density target of 70 residents and jobs combined per hectare (5.4.19.6). This target is measured across the entirety of the Region's Designated Greenfield Area – excluding identified features such as NHS and employment. Per Section 5.4.19.20 of the ROP, the Town of Caledon is assigned a specific target of 67.5 residents and jobs combined per hectare. As detailed in Section 3.11 of this Report, the Secondary Plan is planned for a community area density of 78 residents and jobs combined per hectare and will meet or exceed the ROP target.

Section 5.6 of the ROP outlines policy regarding development within the Urban System, encouraging the efficient use of existing services and infrastructure through compact development and according to growth management and phasing policies.

As discussed, the Secondary Plan is located in a logical area for growth within the Region. The Secondary Plan is planned to be implemented in two Phases, with Phase 1 developing first given the availability of adjacent water, wastewater, and transportation infrastructure. Phase 2 is planned to proceed once sufficient infrastructure is confirmed by the Region. A Phase 1 Development Staging and Sequencing Plan has been submitted to the Town and Region as of July 2025 and prior to development of either Phase, the Region and Town will be satisfied through a submitted DSSP. A Tertiary Plan will also be prepared and endorsed by Town Council prior to development proceeding in either phase. As of July 8, 2025, the Phase 1 Tertiary Plan has been endorsed by Town Council.

Section 5.6.20.14 of the ROP outlines policy regarding the 2051 New Urban Area. This total area is expected to accommodate approximately 175,000 people and 19,000 population-related jobs in the Community Area, and 38,000 jobs in the Employment Area. Section 5.6.20.14.11 of the ROP directs that planning applications of 50 units or more should prepare a housing assessment to demonstrate contribution to Peel-wide housing targets. A Housing Assessment has been prepared in support of the Secondary Plan by GSAI (July 2024). The Assessment identifies that the Secondary Plan meets the housing targets identified in Table 4 of the ROP, as discussed below.

The ROP requires that local municipalities' secondary plans be undertaken on the basis of specified studies, and to the satisfaction of the applicable municipality (5.6.20.14.17). Specific studies include an agricultural impact assessment, a community energy and emissions reduction plan, and a climate change adaptation plan. These plans have been prepared in support of the Secondary Plan and are detailed in Section 6.0 of this Report.

Section 5.8 of the ROP outlines policy regarding employment areas. Per the ROP, the Subject Lands are partially designated as Employment Area (see *Figure 4 – Region of Peel Official Plan – Schedule E-4 – Employment Areas*). The ROP intends to protect employment lands for a range of uses and to ensure they are developed sustainably. Relevant employment area policy includes:

5.8.22 *Protect existing and future Employment Areas to meet the long-term market demands and locational requirements of a diverse range of employment sectors and uses, including Employment Land adjacent to and in proximity to major goods movement facilities and corridors.*

The Secondary Plan is planned to achieve a density of 26 jobs per hectare, consistent with the target of the ROP. The Employment Areas of the Secondary Plan are located in Phase 2 and considered to be compatible with the adjacent freight-supportive and major goods movement corridors, including future Provincial and Regional infrastructure. The Employment Areas are otherwise predominantly buffered from adjacent sensitive uses through the NHS corridor, and are protected for the long-term as they are not expected to be negatively impacted by any adjacent uses.

5.8.31 *Permit retail and commercial uses that are ancillary to the primary employment use in Employment Areas in accordance with the local municipal official plans.*

The Prestige Employment Areas permit ancillary uses such as retail within the ground floor of multi-storey office building. These built forms are anticipated to develop in proximity to transit service, including near the planned Mayfield Transit Hub, which provides connection to the Highway 413 Transitway. The land use pattern within the Prestige Employment Area designation is not defined through the Secondary Plan, but is expected to be refined through site-specific development applications and subsequent studies, in communication with the Town of Caledon and in accordance with the Future Caledon Official Plan.

Ancillary retail uses are additionally permitted within a multi-unit industrial building, provided the gross floor area of such use(s) does not exceed 25 percent of the gross floor area of the industrial building. This will ensure a mix of uses is supported for the benefit of workers and residents of the area, while protecting other employment uses within the Employment Area.

5.8.42 *Encourage the planning and development of Employment Areas in a manner which takes into account the sustainable development imperatives as outlined in the Overarching Themes in Section 1.6 of this Plan. Energy efficient buildings, sustainable design and construction methods to increase energy efficiency that meet Regional green development standards will be encouraged.*

5.8.45 *Employment Areas shall be planned and designed to minimize surface parking and be easily accessible by a range of transportation modes including transit and active transportation.*

The Secondary Plan supports low carbon technology in all development, including within industrial development and transportation infrastructure, such as electric vehicle infrastructure. At detailed design, consideration will be given to allocating space for car-share, bicycle, cargo e-bikes, and electric vehicle stations. Along with a robust active transportation network within the Secondary Plan, these various transportation modes may support multimodal transportation, and provide last-mile connection between the employment area and public transportation. Regarding building design, at further detailed planning stages, where opportunities to conserve energy or build energy resilience are identified, they will be supported by the Secondary Plan, provided they maintain the vitality of the Employment Area. Development will consider and implement regional green development standards, as well as the Town of Caledon's Green Development Standards.

5.8.44 *Encourage the local municipalities to make provisions in their official plans for lands outside of Employment Areas to accommodate retail and commercial uses to support complete communities.*

The Neighbourhood Area and Major Commercial/Mixed Use Area designation will accommodate retail and commercial uses outside of Employment Areas.

Section 5.9 of the ROP outlines policy regarding housing, including the establishment of Peel-wide housing targets. Relevant policy includes:

5.9.7 *Collaborate with the local municipalities to plan for an appropriate range and mix of housing options and densities by implementing Peel-wide new housing unit targets shown in Table 4.*

Table 4 – Peel-wide New Housing Unit Targets	
Target Area	Targets
Affordability	That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households.
Rental	That 25% of all new housing units are rental tenure.
Density	That 50% of all new housing units are in forms other than detached and semi-detached houses.

- 5.9.13 *Collaborate with the local municipalities to provide a range of unit sizes in new multiunit residential developments, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies.*
- 5.9.36 *Seek opportunities to provide an appropriate range and mix of housing options and densities, including affordable housing, that utilize existing stock.*

The Secondary Plan proposes a diverse range of housing options including accommodation for multi-unit buildings, affordable units, secondary and accessory units, and rental tenure. Within the Secondary Plan, new affordable and rental housing is encouraged to include barrier-free, universal, or flexible design features. The Secondary Plan encourages a range of unit sizes that are suitable for larger households and families, which may include two or more bedroom units. Detail on exact unit types is anticipated through subsequent development planning applications for individual parcels. The Secondary Plan proposes approximately 69% of new housing units to be in forms other than detached or semi-detached units. The targets identified within Table 4 of the ROP are referenced within the Secondary Plan and development shall contribute to meeting these targets.

Section 5.10 of the ROP outlines policy regarding transportation systems. Relevant policy includes:

- 5.10.18 *To support the achievement of complete communities, plan for the development, optimization and/or expansion of new or existing Regional transportation corridors, including:*
- a) Support opportunities for accessible multi-modal use;*
 - b) Prioritize sustainable transportation and goods movement ahead of single-occupant vehicles; and,*
 - c) Consider the separation of modes within corridors, where appropriate, to promote the safe mobility of all road users.*

Per the Transportation Needs Assessment (Crozier, August 2025), future Regional road improvements have been incorporated into the planned multimodal transportation network, including on Mayfield Road and Mississauga Road. As the ROP encourages activities generating substantial goods movement to strategically locate near major roads and highways, the Employment Area is well situated at the southwest of the Secondary Plan. Within the Employment Area, there are no new north-south collector connections planned to Mayfield

Road, which allows for a strategic separation of employment and residential traffic, as well as protects further crossings through the NHS.

Section 5.10.34 of the ROP outlines policy regarding sustainable transportation, which is defined as *the movement of people using low-impact modes including walking, cycling, public transit, and carpooling*. Relevant policy includes:

5.10.34.9 *Encourage local municipalities to:*

- a) *Promote land uses and site design which foster the safe and efficient use of sustainable transportation modes along local and Regional roads;*
- b) *Work with the appropriate agencies to promote infrastructure and services that encourage implementation of transportation demand management strategies;*
- c) *Promote a balance of jobs and housing in communities to reduce the need for long distance commuting;*
- d) *Prioritize transit and active transportation to support future travel demand;*
- e) *Promote sustainable transportation to and from school sites and routes; and,*
- f) *For new development in Designated Greenfield Areas and redevelopment, create complete streets configurations, densities and an urban form that:*
 - i) *support walking, cycling and the early integration and sustained viability of transit services; and*
 - ii) *create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.*

The Transportation network within the Secondary Plan is generally framed by the Highway 413 Transportation Corridor, Regional Roads (Mayfield Road; Mississauga Road), and Town Arterials (Creditview Road, Chinguacousy Road). A conceptual collector road grid is planned within the Secondary Plan that generally follows the conceptual network illustrated in the Future Caledon Official Plan (see *Figure 6 – Future Caledon Official Plan – Schedule C1 – Town Wide Transportation Network*). Arterial and collector roads will be developed with sidewalks or a combination of sidewalk and multi-use trail. At minimum, local streets are intended to be provided with a sidewalk on one side of the street. Public sidewalks will connect with the trail network and will include pedestrian amenities to support active transportation, including street trees, lighting, seating, signage, and cycling infrastructure where appropriate. Connections to the transit system, park space, schools, and NHS will be provided where possible. Consideration will be given to allocating space for car-share, bicycle, cargo e-bikes, and electric vehicle

stations. The land use pattern and urban form of the Secondary Plan will support a mix of non-residential uses throughout the Neighbourhood Area, encouraging non-vehicle travel and local mobility for residents.

The Secondary Plan is planned for compatibility across the transportation network, where land uses on the Mayfield Road corridor primarily consist of Prestige and General Employment Area and Major Commercial/Mixed Use Area, as well as a small portion of Neighbourhood Area. While residential uses are permitted in the Major Commercial/Mixed Use Area, the greater density and building massing expected within this designation will provide opportunity to mitigate potential vehicular noise from Mayfield Road. A similar land use pattern and opportunity for mitigation is provided along Mississauga Road, which is primarily bordered by Prestige Employment, Natural Environment System, and Neighbourhood Centre designations, as well as a portion of Neighbourhood Area. The Environmental Noise Feasibility Study, prepared by Valcoustics (July 2024), provides recommendations for site-specific traffic noise mitigation which can be implemented at subsequent stages of development approval for properties within the Secondary Plan.

Regional Services

Chapter 7 of the ROP outlines policy regarding Regional service delivery. Policy generally regards the Region's provision of human services, including health services, social services, housing, and emergency services. The Region encourages municipalities to consider access to human services when creating secondary plans (6.3.6).

As detailed in the Community Services and Facilities Study (urbanMetrics, June 2024) there is generally sufficient access to public service facilities for future residents of the Secondary Plan, in part through future Regional planning, which may co-locate a paramedic station within the conceptual fire station identified by the Town of Caledon at the Tim Manley Avenue/Chinguacousy Road intersection.

The Region additionally supports the provision of affordable housing (6.3.13) and universal accessibility in housing design (6.4.6). As noted, the Secondary Plan encourages development to contribute toward the Regional target of 30% of all new housing units to be affordable to low income households. The Secondary Plan also encourages new affordable housing and purpose-built rental housing with barrier-free, universal, or flexible design features.

Section 7.4.10 of the ROP outlines policy regarding public consultation and indigenous engagement, where public consultation is considered a vital part of the planning process. As detailed in Section 5.0 of this Report, and through consultation with Town staff, a robust public and Indigenous engagement process has occurred in support of the Secondary Plan.

On review of applicable policy, it is our opinion that the Secondary Plan conforms with the Region of Peel Official Plan.

7.3 Future Caledon Official Plan (2024)

The Future Caledon Official Plan ("Official Plan") was adopted by Town Council on March 26, 2024, and is intended to replace the Town's 1978 Official Plan, as amended. Before coming into full force and effect, the Official Plan is required to be approved by the Province of Ontario. It is understood that such approval is imminent, and as such the policies of the Council-approved but not yet in-force Official Plan have been reviewed in this Report. These policies represent the planning intent of the Town of Caledon, especially as they relate to future growth and housing. As of July 8, the Secondary Plan has been approved through the in-effect 1978 Official Plan and we understand that a future amendment will be brought forward to incorporate the Secondary Plan into the Official Plan.

The Official Plan establishes a land use pattern and growth targets of 90,000 new household units, 300,000 people, and 125,000 jobs by 2051. Further, on March 21, 2023, the Town of Caledon recently endorsed a Housing Pledge to meet a development target of 13,000 new residential units by 2031.

Within the Official Plan, the Subject Lands are primarily designated "New Community Area", and "New Employment Area", and partially designated "Natural Features and Areas" (see *Figure 5 – Future Caledon Official Plan – Schedule B4 – Land Use Designations*).

Growth Management

Section 4 of the Official Plan outlines growth management policy to accommodate the Town's expected growth to 2051. Relevant policy includes:

4.1.4 Population and employment growth will be:

- a) Focused in:*
 - i) the Urban System;*
 - ii) delineated built-up areas as shown on Schedule B2, Growth Management;*
 - iii) strategic growth areas, including major transit station areas and locations with existing or planned transit, with a priority on higher order transit; and,*
 - iv) areas with existing or planned public service facilities.*

As the Subject Lands are identified within the Urban System and adjacent to existing or planned neighbourhoods, they are considered a logical area for population and employment growth. Within the Official Plan, *strategic growth areas* are identified as Major Transit Station Areas, Urban Centres, and Neighbourhood Centres. Per the Official Plan, a Neighbourhood Centre is identified on Chinguacousy Road within the Subject Lands (Schedule B1 – Town Structure). The Neighbourhood Centre is conceptual on the Official Plan mapping, but generally covers the west portion of the Chinguacousy Road/Tim Manley Avenue intersection, directly adjacent to the Mayfield West Phase 2 Secondary Plan area. This mapping indicates the Town's intent to extend development westward from Mayfield West Phase 2. The Preliminary Community Structure of the Secondary Plan is discussed further below in this Report, under Section 7.4.4 of the Official Plan.

4.1.6 *Employment areas will be planned to achieve a Town-wide minimum density of 26 jobs per hectare*

The Employment Area within the Secondary Plan is targeted to achieve a density of approximately 26 jobs per hectare, for a total of 2,471 jobs across 95.04 hectares (234.8 acres). This will meet and exceed the Town's minimum density.

4.3.1 *Development within designated greenfield areas, as identified on Schedule B2, Growth Management, will be designed to meet or exceed a density of 67.5 residents and jobs combined per hectare.*

The Community Area within the Secondary Plan is targeted to achieve a density of approximately 78 people and jobs per hectare, for a total of 35,102 people and jobs. This will meet and exceed the Town's minimum density.

4.3.3 *The Town will plan for complete communities within designated greenfield areas and settlement areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling, and direct the development of high quality public realm and compact built form.*

The Secondary Plan contributes towards the development of complete communities as it will provide for multiple park spaces and a multimodal transportation system, including a robust trail network. A compact built form is encouraged, including a broad range of housing types.

Regarding Section 4.4.3 of the Official Plan, the Secondary Plan will be developed over two phases, with Phase 1 identified in the east, generally between Creditview Road and Chinguacousy Road. Phase 1 will benefit from access to existing or planned residential densities

in adjacent communities, which may optimize the Town or Region's return on investment for municipal infrastructure, transit, and/or public services. Further, as discussed in the Agricultural Assessment (Colville, February 2025), a phased approach to development in the Secondary Plan will ensure that existing agricultural lands in Phase 2 will be able to continue agricultural uses until such time that they are available for development.

4.4.4 Planned residential growth should occur in parallel with employment growth so that there is always an appropriate balance of residential and employment growth to support the development of complete communities.

The Major Commercial/Mixed-Use Area designation is planned to provide approximately 1,094 jobs⁹, the majority of which will be located in Phase 1 of the Secondary Plan. Additional employment uses such as neighbourhood scale retail are permitted in the Neighbourhood Area through the Secondary Plan. The Employment Area is located entirely in Phase 2, but is planned to provide approximately 2,471 jobs once developed.

General Policies

Section 5 of the Official Plan outlines policy regarding climate change adaptation and mitigation. Section 5.2 details policy on low carbon communities, including support for efficient land uses, energy conservation and conversion, and carbon storage and sequestration.

The Secondary Plan supports the compact, efficient development encouraged by the Official Plan through a mix of land uses and an emphasis on medium-high density and mixed use units. As noted, the Secondary Plan will meet and exceed the Designated Greenfield Area density targets set by the Province, Region, and Town. The planned transportation network discussed within the Transportation Needs Assessment (Crozier, August 2025) is a multimodal network that intends to reduce the reliance on vehicles, utilize a complete streets approach for safety in all mode, and provides greater accessibility to the future residents of the Secondary Plan. A primary strategy to reduce traffic-related air pollution is the development of a sustainable multimodal transportation network.

The Secondary Plan discourages the use of natural gas and encourages alternative and renewable energy systems and/or efficient design at the building scale. Further design considerations will be implemented through subsequent and more detailed development applications. As discussed in the Community Energy and Emissions Reduction Plan (Pratus, May 2025), geothermal heat pumps, solar rooftop photovoltaic systems, domestic hot water systems with air-source heat pumps, and passive measures were considered the most

⁹ per Draft 2024 Town of Caledon Development Charges Background Study

technically feasible and viable options for the Secondary Plan area to reduce energy use resulting greenhouse gases. The Community Energy and Emissions Reduction Plan further reviewed the feasible implementation of electric vehicle infrastructure to encourage the use of electric vehicles and eliminate personal greenhouse gas emissions.

The Secondary Plan encourages the use of green infrastructure strategies in development, including the retention, restoration, or expansion of the urban forest. Urban forestry will be enhanced in the NHS, parkland, and streetscape plantings, and supported where applicable elsewhere in the Secondary Plan area.

Section 5.3 outlines policy regarding a transition to climate resilient development, including policy regarding the adaptive capacity of infrastructure (5.3.1), the increase of biodiversity (5.3.2), the reduction of the urban heat island effect (5.3.3), and the utilization of roof areas for climate goals (5.3.4).

A Local Subwatershed Study (Crozier, August 2025) has been submitted in support of the Secondary Plan. Per the Study, the existing flood hazard mapping for the Subject Lands informs the extent of the NHS and informs the delineation of the Natural Environment System Area designation. The SWM strategy and the Natural Environment System Area designation together are intended to protect and enhance the NHS. Green infrastructure and LID measures will be considered and implemented where possible through development. Climate adaptation measures are also considered, including potential impact to flood hazards, erosion, SWM, storm sewers, irrigation, roadways, site water balance, and environmental features. Under proposed conditions, floodplain limits and associated watercourses are intended to be regularized, realigned, and improved.

All lands within the Natural Environment System designation are zoned to prevent development and ensure the lands remain primarily in a natural state and/or be restored and enhanced, in accordance with the recommendations of the Local Subwatershed Plan. The Secondary Plan supports the planting policy within the Official Plan and landscape plans will be provided through subsequent development applications for properties within the Secondary Plan.

Within the Secondary Plan, a majority of the available roof area of new development will be encouraged to use high albedo roof materials and/or green roofs. Measures to protect or enhance the urban forest are encouraged in the Secondary Plan and will be considered through future development applications. Urban forestry is recognized as green infrastructure and will be enhanced where possible in the Secondary Plan.

Section 5.4 of the Official Plan outlines policy regarding the Town of Caledon's Green Development Standards (GDS). Acknowledging the GDS remains in a pilot phase at the time of this Report, all new development within the Secondary Plan will implement the metrics outlined in the Town's GDS, as required by the Town.

Section 6 of the Official Plan outlines policy regarding the conservation of cultural heritage and archaeology. As discussed in the Cultural Heritage Assessment Report (WSP, August 2025), twenty one (21) known and potential built heritage resources (BHR) and cultural heritage landscapes (CHL) were identified (not designated) within and adjacent to the Subject Lands. The Assessment includes recommendations for further assessment with future development applications, including potential conservation measures.

As discussed in the Stage 1 Archaeological Impact Assessment (Parslow Heritage Consultancy, January 2024), a further Stage 2 assessment is recommended for the Subject Lands, where not already complete for individual parcels. It is anticipated these Stage 2 assessments will be completed in support of future development applications for impacted parcels.

Section 7 of the Official Plan outlines policy regarding design in development. The Secondary Plan will be designed to achieve high standards of design in the built and natural environment. Community Design Guidelines (NAK, July 2025) and Architectural Design Guidelines (NAK, July 2025) have been prepared in support of the Secondary Plan and in conformity with the Official Plan and the Town-Wide Design Guidelines. Further relevant policy of Section 7 includes:

7.2.4 *New communities will:*

- a) *be designed as complete communities through the creation of a framework for a compact design, mix of uses and densities, a fully connected grid network of streets and viable options for sustainable transportation modes;*
- b) *demonstrate development of an integrated, connected and pedestrian focused public realm, including a variety of features intended to encourage the establishment of community such as gathering areas, enhanced streetscaping at connection nodes and community market areas;*
- c) *align new streets in a grid pattern wherever possible to create pedestrian-scaled development blocks to ensure connectivity and better provide for active transportation;*
- d) *be designed with community amenities such as institutional and community facilities, museums, historic sites, cultural centres, theatres, retail and/or commercial amenities within walking distance.*

The Secondary Plan identifies a conceptual grid framework of collector roads within the future community, responsive to the existing transportation network of the surrounding area, including the Highway 413 Corridor, as well as Regional and Town roadways. It generally follows the conceptual network illustrated in Schedule C1 (*Town Wide Transportation Network*) and C4 (*2051 Town Wide Transit Network*) of the Official Plan (*Figure 6 and 7 of this Report*, respectively). This transportation framework has been designed and analyzed through the Transportation Needs Assessment (Crozier, August 2025). Community design within this framework has been detailed through the Community Design Guidelines (NAK, July 2025).

Section 7 outlines detailed policy to be considered in development applications, including lotting, lighting, and streetscape design. These policies do not apply at the current scale of secondary planning, but it is the intent of the Secondary Plan that future development applications will be designed in conformity with the design policy of the Official Plan, as informed by the Town-Wide Design Guidelines and the Community Design Guidelines.

The Secondary Plan will support the Town's urban forest and encourages streetscape plantings, landscape design, LIDs, and green infrastructure. Through the Secondary Plan's multimodal transportation network, active transportation routes are provided, including linkages between parkland and NHS.

7.6.8 *To prioritize spaces that provide a sense of place, foster civic pride, and promote a sense of belonging, new communities will be designed to:*

- a) provide diversity of land uses in the neighbourhood;*
- b) meet daily needs of residents and workers;*
- c) create space for healthy, diverse, and engaging neighbourhoods to thrive;*
- d) signify the importance of nodes, landmarks, routes, edges and open areas of the site and surrounds within a cohesive urban design approach;*
- e) activate public streets and open spaces through coordination of adjacent land uses and design of built form;*
- f) respect and enhance the public realm through building setbacks and boulevard design;*
- g) include rights-of-way as complete streets, where possible and in context to the overall streetscape or neighbourhood;*
- h) apply urban design best practices and a human-scale to commercial and industrial development; and,*
- i) integrate safety and crime prevention principles.*

A guiding principle of the Community Design Guidelines (NAK, August 2025), is the creation of pedestrian friendly streetscapes and placemaking. The Guidelines provide design direction

for the variety of land uses within the Secondary Plan, including residential, mixed use, and recreational, as well as specific character areas. Mobility and navigation is encouraged in the design of the Secondary Plan, and through detailed urban design features as outlined in the Guidelines. Well-designed streetscapes will support this wayfinding and contribute to complete community and a sense of community identity.

Section 7.9 of the Official Plan outlines policy regarding built form, including:

7.9.1 *A low-rise building is generally no taller than four storeys in height.*

Low-rise residential buildings in the Secondary Plan comprise single detached, semi detached, townhouse, multiplex, and stacked townhouse built forms. These forms will generally not exceed three storeys in height, with the exception of stacked townhouse forms, which are planned up to four storeys. Apartment buildings are additionally permitted at four storeys or greater.

7.9.2 *Mid-rise Buildings*

- a) *A mid-rise building is generally five to 12 storeys in height or has a height less than the width of the right-of-way that it fronts onto.*
- b) *Mid-rise buildings should be:*
 - i) *focused along Urban Corridors;*
 - ii) *oriented toward major street frontages and have consideration for sun and shadow studies, wind studies, and view and vistas of the surrounding neighbourhood; and,*
 - iii) *designed to have a suitable transition of scale to adjacent areas through built form, setbacks, step-backs, angular planes, buffers and separation distances;*

Mid-rise buildings in the Secondary Plan will generally consist of apartment, multiplex, and mixed use forms. Apartments and Mixed Use buildings in the Neighbourhood Area will be permitted up to six storeys. Residential buildings in the Major Commercial/Mixed Use Area designation will generally be four storeys to a maximum of twelve storeys. Greater heights and densities are encouraged as transit-supportive development along the Urban Corridors and major streets within the Secondary Plan, including Chinguacousy Road, Creditview Road, Mississauga Road, and Mayfield Road.

7.9.3 *High-rise Buildings:*

- a) *A high-rise building is generally 13 storeys or more in height*
- b) *High-rise buildings should be:*

- i) *located in Urban Centres and along Urban Corridors where contextually appropriate;*
- ii) *oriented toward major street frontages and have consideration for sun and shadow studies, wind studies, and view and vistas of the surrounding neighbourhood*
- iii) *designed to have a suitable transition of scale to adjacent areas through built form, setbacks, step-backs, angular planes, buffers and separation distances*

High-rise buildings in the Secondary Plan will generally be permitted in the Neighbourhood Centre designations (Alloa North and Mississauga Road/Tim Manley Avenue). The Neighbourhood Centre designation permits heights between 3-12 storeys. The Special Policy 1 Area in Alloa North are considered suitable for high-rise development due their proximity to higher-order transportation infrastructure, and building heights of up to 20 storeys may be permitted. Detailed design of high-rise buildings will be considered through future development applications.

Section 8 of the Official Plan outlines policy regarding economic opportunities, where employment areas are to be maximized and businesses retained. Relevant policy includes:

8.2.1 *The Town will plan for, and protect, employment areas for a variety of employment uses, and will require a diverse range of employment uses to help achieve the projected forecasts, accommodate a variety of employment uses as locational and market trends require, and accommodate industry clusters identified in the Town's Economic Development Strategy. The Town will ensure adequate, development ready employment land supply necessary to allow for continued employment growth and facilitating intensification of employment areas to efficiently use existing infrastructure and meet employment growth projections.*

8.2.5 *The Town will plan for and develop employment and industrial uses near and adjacent to major goods movement facilities and corridors, including highways, rail facilities, airports, haul routes, major truck terminals, and major facilities, to serve as a transition buffer with sensitive uses.*

Approximately 95 hectares (1555.1 acres) of employment area is provided in the Secondary Plan and a range of uses will be permitted within, as discussed in Section 3.4 and 3.5 of this Report, respectively. At the target employment rate of 26 jobs per hectare, this will provide for approximately 2,471 jobs across a diversity of permitted uses. Both Mayfield Road and the Highway 413 Transportation Corridor, adjacent to the Employment Area, are major goods

movement corridors. The Employment Areas, as identified in both the ROP and the Official Plan, will be protected for long-term employment use due to locational contexts and specific policies within the Secondary Plan.

Section 8.3 outlines policy regarding land use compatibility, especially in the design and development of employment areas. Relevant policy includes:

- 8.3.1 *Major facilities and sensitive land uses will be planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential adverse effects from odour, noise, and other contaminants, minimize risk to public health and safety and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.*
- 8.3.2 *The Town will plan for and develop employment and industrial uses near and adjacent to major goods movement facilities and corridors, including highways, rail facilities, airports, haul routes, major truck terminals, and major facilities, to serve as a transition buffer sensitive uses.*

The Employment Area is suitably located to major goods movement corridors on Mayfield Road and the Highway 413 Corridor. The employment area is buffered to the south by Mayfield Road, which will be expanding through a future road widening, and to the north via the Natural Environment System designation. As discussed, the interface between the General Employment Area and the Neighbourhood Area of Major Commercial/Mixed Use Area to the east is not anticipated to create a compatibility conflict.

Per the Environmental Noise Feasibility Study, prepared by Valcoustics (July 2024), significant noise sources were not identified within existing employment uses and no mitigation measures were recommended. Noise sources were primarily identified along transportation routes and mitigation measures were recommended to meet noise guidelines. These are summarized in Section 6.16 above in this Report.

Chapter 9 of the Official Plan outlines policy regarding housing in the Town of Caledon. Relevant policy includes:

- 9.2.6 *To support the diversification of the housing stock, the Town will work with the Region to:*
- a) *achieve a target of 50 percent of all new residential units to be in a form other than detached and semi-detached housing in strategic growth areas identified in Part B and identified as major transit station areas on Schedule C1, Town-wide Transportation Network, of this Plan;*

- b) *development containing more than 50 new residential units is encouraged to include 50 percent of a mix of two-bedroom units and three-bedroom units to achieve a balanced mix of unit types and sizes and support the creation of housing suitable for families;*
- c) *encourage a mix of unit sizes in all new residential developments to accommodate diverse households; and,*
- d) *consider flexible, innovative housing types and tenures.*

The Secondary Plan will contribute to the unit type and tenure targets of the Official Plan. The Secondary Plan intends to provide higher density housing forms, ownership units and opportunities for rental tenure, as well as built form options that provide for a mix of unit sizes (including the provision of secondary and accessory units). Rental tenure would be permitted in mixed-use developments. All new development within the Secondary Plan will implement the metrics outlined in the Town's GDS, as required by the Town. As discussed above through the ROP policy review, a Housing Assessment has been prepared in support of the Secondary Plan by GSAI (July 2024).

The Secondary Plan encourages a diverse range of housing to increase the supply of missing middle housing options. These options may include secondary or additional residential units, townhouses, stacked townhouses, and apartments up to six storeys in height.

9.5.2 *Urban System – Corridors and Centres*

- a) *The greatest residential densities and building heights will be focused within the Urban and Neighbourhood Centres and along the Urban Corridors identified in the Town Structure. Housing options in these areas will include multiplexes, multiple attached dwellings, apartments, and retirement homes*
- b) *The Town may pre-zone strategic growth areas to support intensification and expedite the supply of housing.*
- c) *Access to a multimodal transportation system will be prioritized in the consideration of higher density developments.*
- d) *New multi-unit residential development will include adequate amenity areas to support family-friendly multi-unit living, age-friendly initiatives and create complete communities. The Zoning By-law and Urban Design Guidelines will address amenity areas for each residential typology.*

The Secondary Plan has been planned with Urban Corridor and Neighbourhood Centre designations, generally located along the major arterial and collector roads. Such location will provide high transportation network accessibility to residents within the planned higher density

areas of the Secondary Plan. The greatest residential densities of the Secondary Plan are anticipated along Mayfield Road and Chinguacousy Road, both identified as Urban Corridors and/or Neighbourhood Centre in the Official Plan and the planned Secondary Plan. These lands within these corridors, as identified in the Official Plan, are generally designated for Major Commercial/Mixed Use Area, Neighbourhood Area, and the Special Policy 1 Area.

9.8.1 *The Town will work toward achieving the Regional goal of 30 percent of all new housing units meeting the threshold of affordable housing. Further, affordable housing thresholds for low- and moderate-income households will be updated in accordance with Provincial policy.*

9.8.4 *A balanced geographical distribution of affordable housing, including non-profit or assisted supportive housing, will be encouraged with an emphasis on placement near transit-supportive locations.*

The Secondary Plan identifies and encourages the Region's 30% target for affordable housing. The Housing Assessment (GSAI, July 2024) further discusses affordability, including the affordability thresholds identified by the Province through the 2024 Affordable Residential Units bulletin. The Secondary Plan encourages the provision of affordable housing units and their integration within neighbourhoods to support diverse housing options. The Secondary Plan identifies the future conveyance of a 0.81 hectare (2.0 acre) parcel to the Region to facilitate an affordable housing development.

Chapter 10 outlines policy regarding *public service facilities*, which are defined as *land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, long-term care services, and cultural services. Public service facilities do not include infrastructure.* Relevant policy includes:

- 10.2.2 *Adequate and equitable access to community facilities will be encouraged by:*
- a) *providing, preserving and adapting local community facilities and local institutions across the Town;*
 - b) *improving and expanding local community facilities and local institutions in established neighbourhoods that are under or poorly served, including rural areas; and,*
 - c) *ensuring that an appropriate range of community facilities and local institutions are provided in areas of major or incremental physical growth.*

Per the Community Services and Facilities Study, prepared by urbanMetrics (June 2024), future residents of the Secondary Plan will have sufficient access to community services through adjacent neighbourhood areas, future Town and Regional planning, and the land use pattern of the Secondary Plan. Two Community Parks are provided in the Secondary Plan to serve each phase of development, with programming discussed in the Community Design Guidelines and to be confirmed through future design by the Town of Caledon. A community recreation centre is also planned in Phase 2 of the Secondary Plan, and intended to serve the overall Alloo area.

- 10.3.1 *Schools should be co-located with parks and community facilities where possible and appropriate.*
- 10.3.2 *Through the secondary planning process, in consultation with the school boards, the Town will consider the designation of school sites abutting appropriate scale active parkland designations to allow for effective shared use of these related land uses including uses for parking purposes.*
- 10.3.4 *Each school site will be of an area, configuration, orientation and location to the satisfaction of the respective school board.*

Where possible, schools have been co-located with park facilities in the Secondary Plan to support efficiencies in land use. Conceptual sizing and configuration in the Secondary Plan has been confirmed through consultation with the school boards. Exact locations will be detailed through subsequent tertiary planning and development applications.

Chapter 11 of the Official Plan outlines policy regarding transportation, with the objective of ensuring high quality mobility options for existing and future residents and employees in Caledon.

- 11.2.4 *The Town will prioritize transit and active transportation in all transportation system updates and expansions, and will consider reduced minimum parking requirements in appropriate areas to encourage transit and active transportation use*
- 11.2.5 *The Town will plan and develop a well-connected active transportation network that prioritizes high level of protection for pedestrian and cycling infrastructure, that is safe for all seasons and well-integrated with open space areas, other modes of transportation and the transportation systems of neighbouring municipalities.*
- 11.2.6 *The Town will prioritize transit investments within Urban Areas and maximize the use of existing and planned transit infrastructure in accordance with the policies*

of this Plan, with consideration of the existing and planned level of transit service and potential impacts on nearby neighbourhoods.

The transportation network within the Secondary Plan, including the conceptual collector road network, has been planned in alignment with the Town's grid system (see *Figure 6*) and is discussed in the Transportation Needs Assessment (Crozier, August 2025). The network is intended to implement the Town's complete streets design principles and support active and public transportation, including multimodal transportation. Transportation alternatives are considered in the Secondary Plan, including Transportation Demand Management strategies and electric vehicle infrastructure.

11.3.8 The collector road network will:

- a) facilitate development;*
- b) create pedestrian-scaled development blocks;*
- c) establish a connected and continuous grid system;*
- d) support a low carbon and environmentally sustainable transportation system;*
- e) enable continuity of transit service and active transportation routes;*
- f) enable efficient movement of traffic, goods and emergency vehicles; and,*
- g) minimize impacts to natural features and areas.*

As discussed through the Transportation Needs Assessment (Crozier, August 2025), the planned collector road network supports a grid structure that facilitates connectivity to neighbouring communities and multimodal transportation. While the network was designed with recognition of NHS constraints, nine total crossings of the NHS are planned. These required crossings are considered essential to the multimodal transportation network as they provide for a continuity of the grid network. They are generally located in areas that minimize impacts and ultimately increase connectivity in the Secondary Plan, including through connection to the trail network. The planned road grid is also generally anticipated in the Official Plan (see *Figure 6*), understanding that the Official Plan mapping is intended to be conceptual. In all locations, it is believed that transportation infrastructure can be facilitated through these natural features while mitigating or minimizing undue impact, including through a reduction of right-of-way widths in presence of natural features.

In two locations, these crossings are planned through staked woodland features, including the northernmost east-west collector (Birkhead Road) and the extension of Tim Manley Avenue. It is believed that these crossings are justified through the woodlands as they achieve the Town's preferred grid pattern, provide increased connection for residents, and provide direct connection to the Mayfield West area, including the Mayfield West transit hub, a Highway 410

connection, and larger-scale commercial amenities. In these locations, natural compensation to ensure net ecological benefit is supported.

Per the Local Subwatershed Study (Crozier, August 2025), all NHS road crossings will accommodate sub-surface and at-grade accommodation for watercourse function, storm flow, and wildlife crossing. The significant woodland crossings are recommended for further detailed study through a future planning application.

11.3.11 *The Town will encourage innovative cross-section designs that incorporate complete street design principles, low impact development techniques to improve stormwater management, and the potential to accommodate energy infrastructure (e.g., geothermal pipes or district energy).*

The Transportation Needs Assessment recommends cross-section designs for implementation, in accordance with the Town of Caledon's draft Multimodal Transportation Master Plan (2024).

Section 11.4.1 of the Official Plan outlines policy regarding multiple provisions for active transportation, including an emphasis on comfort, accessibility, and safety in pedestrian infrastructure design.

The Secondary Plan is planned to provide a safe, attractive, and convenient pedestrian experience for daily trips and to reduce the reliance on the automobile. The Secondary Plan network is comprehensive and integrated with public transportation and a mix of land uses, including key destinations such as commercial areas and recreation facilities. All Community Parks, Neighbourhood Parks, and the recreation centre will be located on the collector road network, and generally connected to the recreational trail network. The collector and arterial road network will support pedestrian infrastructure, including bike lanes or multimodal pathways. All pedestrian networks are designed with a complete streets approach to support user safety. These networks are further detailed in the Transportation Needs Assessment (Crozier, August 2025) and the Community Design Guidelines (NAK, July 2025).

Section 11.4.2 of the Official Plan similarly outlines policy regarding the public transit network, including an emphasis on accessibility and connectivity.

The Secondary Plan is designed to support future public transit investment, including extensions of existing transit routes from inter-region, intra-regional, and local service providers. The planned transit plan is detailed within the Transportation Needs Assessment. The Secondary Plan's multimodal transportation network will ensure all transit investment is complemented with connectivity to active transportation networks and proximity to a mix of uses, including to major public service facilities, as applicable. Within the Secondary Plan, arterial and collector roads may accommodate transit stops and transit infrastructure, as

ultimately determined by the service providers. The Secondary Plan supports transit stop locations within 400 metres of future residents and employees in the Secondary Plan. The proposed transit plan within the Assessment results in over 95% of the planned community lands being within 400 metres distance to transit stops.

11.6.3 To provide for the safe efficient movement of trucks through and within the Town and minimize the impact of heavy trucks on residential areas, the Town:

- a) will encourage the primary through truck traffic onto Regional arterial roadways, where road pavement structure is deemed structurally adequate;*
- b) will permit truck use of and collector roadways only as connectors to service Regional arterial routes, pending structural suitability;*

11.6.7 The Town will encourage, where possible, activities generating substantial goods movement traffic to strategically locate near Provincial freeways, highways, arterial roads, rail yards and other major transportation corridors and facilities.

Given the location of the Employment Area within the Secondary Plan, trucks will primarily access the Secondary Plan through two Regional arterial roadways (Mayfield Road and Mississauga Road). Employment uses including goods movement and logistics are permitted only within the Employment Area, adjacent to these Regional arterials and the Highway 413 Transportation Corridor, and only on a discretionary basis.

11.7.3 The Town may allocate portions of curbside and public parking at various times and locations according to the context, for uses such as parking spaces for bicycles, commercial cargo e-bikes, electric vehicle charging infrastructure, car share programs, patios, or for small events.

The Secondary Plan encourages the inclusion of electric vehicle infrastructure and parking spaces for alternative transportation options within future plans of subdivision and site plans.

Section 12 of the Official Plan outlines policy regarding infrastructure, including:

12.3.3 Water and sewer services are to be planned, developed, and utilized in an efficient manner, and the Town may impose conditions on servicing, including placing time limits on approvals that reserve servicing capacity.

- 12.3.4 *The Town will direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal local and regional sewage services and municipal water services.*
- 12.3.5 *Sewer and water systems will be planned and commissioned in a manner that:*
a) can be sustained by the water resources upon which such services rely;
b) prepares for the impacts of a changing climate;
c) is feasible, and financially viable over the lifecycle; and,
d) protects human health and safety and the natural environment.

Per the Scoped Servicing Study (Urbantech, August 2025), the Subject Lands can be serviced by extensions of existing or planned municipal infrastructure and will supply demand under all operating scenarios. Phase 1 of the Secondary Plan is sufficiently serviced by water and sanitary to support advancing development. Climate change adaptation and LID measures are considered in the Study, which is detailed further in Section 6.14 of this Report.

The Scoped Servicing Study includes a SWM strategy designed in accordance with Section 12 of the Official Plan and identifies sufficient SWM pond facilities to service the Secondary Plan and incorporate multiple LID measures and climate change considerations

- 12.5.5 *Stormwater management facilities will be integrated into the design of adjacent land use to enhance the visual landscape, be incorporated in the urban structure, be naturalized when next to parks, open space or the Natural Environment System, and support urban design objectives where possible.*

The SWM ponds within the Secondary Plan will conform to the policy of 12.5.5 through further detailed design stages within individual draft plans. Naturalized plantings and green infrastructure are encouraged in the Secondary Plan, including through SWM ponds.

Natural Environment System, Parks and Open Space

Section 12 of the Official Plan outlines policy regarding the natural environment system within the Town of Caledon, where the objective is to promote a systems approach to identify, protect, and enhance the natural environment system. It is understood that development and site alteration is generally not permitted within the Natural Features and Areas, Supporting Features and Areas, Enhancement Areas, and Linkages identified in the Official Plan. These features are intended to be protected and enhanced through development.

Per Section 12.9.1 of the Official Plan, a Local Subwatershed Study has been completed in support of the Secondary Plan, through dialogue with Town staff, and in accordance with a

terms of reference coordinated with the Town. As requested, the Study characterizes existing environmental conditions and establishes natural hazards and boundaries. The Study provides recommendations and establishes environmental targets to protect and enhance existing conditions through development, including through a climate change lens.

Per Section 13.12.1 of the Official Plan, and as determined through site-specific investigation, the Local Subwatershed Study has updated the mapping for features and functions within the natural environment system. These updated mapping limits have been identified and discussed through the Study, and are reflected in the Natural Environment System Area designation in the Official Plan. Per Section 13.12.4 of the Official Plan, gratuitous conveyance of applicable lands within the Natural Environment System Area is expected to the Town of Caledon.

Section 14 of the Official Plan outlines policy regarding parks and open space. Relevant policy includes:

- 14.3.1 *The precise distribution of all park classifications will be determined in secondary plans, tertiary plans, or other planning programs in accordance with the policies of this Plan. District and Community Parks and other open spaces are shown on Schedule D8, Parks and Open Space.*
- 14.3.5 *Parks and recreational facilities will be designed to contribute to quality of life and respond to climate change.*
- 14.3.10 *Parks and Open Space lands should be integrated with adjacent development areas to provide for a range of active and passive recreational opportunities year-round for people of all ages, abilities and interests.*
- 14.3.11 *Parks and Open Space lands will provide for active and passive recreational opportunities that do not have a negative impact on natural heritage features or their related ecological function.*
- 14.4.1 *Parks will be comprised of parkland and trails that provide active and/or passive recreational opportunities.*
- 14.4.2 *Parkland will be planned:*
 - a) *as a focal point for recreational, leisure and social opportunities by being located central to the area or community they service;*

Six neighbourhood parks, two community parks, and one community recreation centre are planned within the Secondary Plan. The location of these parks is shown conceptually on the

approved Land Use Plan (see *Figure 2*). The eight total parks are intended to support joint uses and community supportive programming, and connect to the recreational trail network. Precise parkland sizing and location will be determined through subsequent tertiary planning. Parkland will protect and incorporate existing vegetation and provide opportunity to implement new green infrastructure, including new planting areas. Proposed recreational features may include sports areas (tennis, pickleball, soccer, basketball), family play areas and splash pads, as well as community seating, picnic, and shade structures. The features of the Neighbourhood Parks and the Community Park within the Secondary Plan are in conformity with Sections 14.5.3 of the Secondary Plan, as further detailed in Section 3.7 of this Report.

Per Figure F2a (Preliminary Community Structure) of the Official Plan (see *Figure 8* of this Report), three Community Parks are identified across the Subject Lands. Acknowledging that Figure F2a is conceptual, the Secondary Plan provides two Community Parks but multiple smaller scale Neighbourhood Parks, which is believed to facilitate greater local access for residents. The park configurations are expected to provide greater diversity and connection in the Town's mobility and trail network. The larger Community Parks will be sized at a minimum of six hectares to host community-wide facilities and programming. At subsequent planning stages, a more refined delivery of uses and configuration of parkland can occur to ensure Secondary Plan residents are supported.

Chapter 16 of the Official Plan outlines policy regarding natural and human-made hazards. Per the general policies of Chapter 16, development within the Secondary Plan is directed outside of hazard lands, including stormwater flood plains. The limits of natural hazards are identified within the Local Subwatershed Study and inform the land use pattern of the Secondary Plan.

Urban System

This chapter outlines policy for development within the Town of Caledon's Urban System, where the majority of growth is planned to occur within the Town. Per Sections 21.1.1 and 21.3.1 of the Official Plan, all new community areas will undergo a secondary planning process before development can proceed, including within the Subject Lands. The Subject Lands are identified as Secondary Planning Area A1 (per Figure F3: Secondary Planning Area of the Official Plan). The preliminary community structure within this area is conceptually identified in Figure F2a (Preliminary Community Structure Plan) of the Official Plan (*Figure 8* of this Report).

21.1.2 *The overall community structure conceptually illustrated on Figures F2a and F2b, Preliminary Community Structure Plan, provides a comprehensive foundation for secondary planning and development in the Urban System. The Preliminary Community Structure Plan was prepared based on this Plan and Town master plan documents to identify the general locations of developable areas and*

community-defining elements. The Preliminary Community Structure Plan incorporates applicable elements of the Town Structure, including Centres (nodes) and Corridors, natural features and areas, the conceptual collector road network, and existing and planned parks and community facilities, including fire stations and active trails. The Town will update Figures F2a and F2b based on new or revised master plans, input from the school boards and approved secondary plans.

Per the policies of the Official Plan, the Secondary Plan is generally consistent with Figure F2a and incorporates these conceptual elements of the Town Structure. Minor changes to support Secondary Plan features and functions are discussed below under Chapter 22 of the Official Plan.

21.3.4 *Prior to commencing the preparation of a secondary plan, terms of reference for the secondary planning process will be prepared, to the satisfaction of the Town's Chief Planner, that set out:*

- a) the need for the secondary plan;*
- b) the intended scope of the secondary plan, including:*
 - i) rationale for the proposed secondary plan area if not in accordance with Figure F3, Secondary Planning Areas; and,*
 - ii) the components to be addressed from Figure F2a or F2b, Preliminary Community Structure Plan;*
- c) the process and timeline of secondary plan preparation;*
- d) the supporting studies required by the Region of Peel Official Plan and this Plan;*
- e) the opportunities for public participation and involvement;*
- f) the role(s) and responsibilities within the proponent team and/or Town staff; and,*
- g) if multiple landowners are involved, requirements related to landowner group and cost-sharing agreements, including demonstration that a formal landowner group is in place with full participation of the owner(s) of the majority of the lands in the secondary plan area.*

A terms of reference was prepared in support of the Secondary Plan and addressed Town comments to the satisfaction of the Town's Chief Planner.

The Secondary Plan has been prepared in accordance with the nineteen requirements of Section 21.3.6 of the Official Plan, including descriptions of the long-term vision and main structural elements of the secondary plan area.

21.3.7 *Approval of secondary plans can proceed only in accordance with staging and sequencing plans, to the satisfaction of the Region of Peel. No secondary plans will be approved in the 2051 New Urban Area until after the structure of a connected transportation system is planned to the satisfaction of the Region, including:*

- a) the conceptual alignment of a transit system that includes an east-west higher order transit corridor; and,*
- b) the conceptual alignment of transportation corridors to support travel including goods movement capacity in recognition of policies in the Region of Peel Official Plan regarding the Planned Highway 413 Transportation Corridor and support for alternatives to a highway.*

The Transportation Needs Assessment (Crozier, August 2025) details the planned transportation network of the Secondary Plan, including the conceptual alignment of transportation corridors. The network includes east-west higher order transit connections along Mayfield Road and the Highway 413 Transitway as well as connection to four major transit hubs, including two Highway 413 Transitway stations, the Mayfield West Transit Hub, and the Mount Pleasant Go station.

Section 22 of the Official Plan outlines policy regarding growth within the identified Community Area of the Official Plan. This chapter identifies and details the multiple land use designations used by the Official Plan and the Town of Caledon. The designations planned within the Secondary Plan conform to the designations detailed within Chapter 22.

The Official Plan identifies a Neighbourhood Centre at the Chinguacousy Road/Tim Manley Avenue intersection on the Subject Lands (see *Figure 8* of this Report). Section 22.4 of the Official Plan outlines policy regarding Neighbourhood Centres.

The Secondary Plan identifies two Neighbourhood Centres (Alloa North and Mississauga Road/Tim Manley Avenue). Following discussion with Town staff, it is believed that the Secondary Plan can support the density within two Neighbourhood Centres across the Secondary Plan and continue to meet the objectives of the Official Plan. The Alloa North Neighbourhood Centre is considered suitable for a Neighbourhood Centre designation as it is located adjacent to a Highway 413 interchange and higher transportation accessibility, while still retaining the locational benefits afforded by Chinguacousy Road and the adjacent Mayfield West Secondary Plan. The Mississauga Road Neighbourhood Centre is similarly located at the intersection of two collector roads and will facilitate a focal point within the Phase 2 community at the crux of the Tim Manley Avenue Urban Corridor.

In conformity with Section 22.4 of the Official Plan, development within the Neighbourhood Centre will generally consist of mixed use, mid-rise, and medium-high density residential, in conformity with Section 22.4 of the Official Plan. Commercial, office, and service uses are permitted alongside residential and other uses to support an active community and meet local resident needs. No single purpose commercial uses are permitted.

Secondary Plan policy identifies design criteria for development, including limited surface parking, co-location of uses, framing of the local road network, and an accessible pedestrian streetface. The Secondary Plan plans a density range of 50-200 units per net hectare within the Neighbourhood Centre designations, and a building height range of 3-12 storeys. The Alloa North Neighbourhood Centre is otherwise planned to permit building heights of up to 20 storeys as it contains locational characteristics suitable for high-density, mixed-use development, where connected to substantial higher-order transportation infrastructure.

The Official Plan identifies an Urban Corridor designation along Mayfield Road, Chinguacousy Road, and Tim Manley Avenue (see *Figure 8* of this Report). Section 22.5 of the Official Plan outlines policy regarding Urban Corridors.

In conformity with the Official Plan, the Secondary Plan identifies Urban Corridor designations along Mayfield Road, Chinguacousy Road, and Tim Manley Avenue. The Secondary Plan focuses mixed-use, mid-rise development permissions along the Urban Corridor designations, per the intent of the Official Plan and consistent with Section 22.5. The Urban Corridor designations are planned to generally range between 60-90 metres in depth on either side of the road, facilitating a mix of uses and primarily higher intensity forms of development.

Section 22.7 of the Official Plan outlines policy regarding the Neighbourhood Area designation. The area of this designation within the Secondary Plan covers a significant land area and provides for a wide range of residential and non-residential uses at the Secondary Plan scale, including residential, long-term care and retirement homes, public service facilities, neighbourhood scale retail, as well as schools and parks. Lands designated Neighbourhood Area within the Secondary Plan will be developed generally in accordance and in conformity with the intent of Section 23.7 of the Official Plan, including permission for a wide range of housing options, as well as supportive institutional and neighbourhood-scale retail uses. The Neighbourhood Area designation is further detailed in Section 3.1 of this Report.

Section 22.8 of the Official Plan outlines policy regarding the Major Commercial/Mixed Use Area designation. The area of this designation within the Secondary Plan is primarily located along Mayfield Road. This designation is intended to accommodate higher order retail uses and mixed uses in a medium and/or medium-high density. Lands designated Major

Commercial/Mixed Use Area within the Secondary Plan will be developed generally in accordance and in conformity with the intent of Section 22.8 of the Official Plan.

Per the Commercial Impact Study, prepared by urbanMetrics (June 2024), the creation of a retail and mixed use corridor along Mayfield Road would place retail uses along a high volume corridor, meeting the intent of the overlying Urban Corridor designation and developing commercial amenities to support resident access and multi-stop trips.

Section 23 of the Official Plan outlines policy regarding growth within the Employment Area of the Official Plan. The intent of the Employment Area is to protect employment lands and their vital role in the Town of Caledon. Land use designations within the Employment Area of the Secondary Plan are generally in conformity with the designations detailed in Section 23 of the Official Plan, as discussed below.

Section 23.7 of the Official Plan outlines policy regarding the Prestige Employment Area designation. Within the Secondary Plan, this designation is located in the southwest of the Secondary Plan, generally bordered by Mayfield Road, Mississauga Road, and the Highway 413 Transportation Corridor. Lands designated Prestige Employment Area within the Secondary Plan will be developed generally in accordance and in conformity with the intent of Section 23.7 of the Official Plan. Additional detail on the Prestige Employment Area designation is provided in Section 3.5 of this Report.

Section 23.8 of the Official Plan outlines policy regarding the General Employment Area designation. Within the Secondary Plan, this designation is located at the south of the Secondary Plan, adjacent and east of the Prestige Employment Area. Lands designated Prestige Employment Area within the Secondary Plan will be developed generally in accordance and in conformity with the intent of Section 23.7 of the Official Plan. As noted in Section 3.4 of this Report, the General Employment Area designation intends to recognize two existing facilities which are expected to be operated long-term by the Region of Peel and the Town of Caledon.

Per Section 23.2 of the Official Plan, *Retail uses in employment areas are discouraged except for retail uses servicing the employment area and retail ancillary to a permitted employment use.* The Secondary Plan permits retail as an ancillary use within the Prestige Employment Designation, primarily where located on ground floors or with a limited gross floor area footprint. Retail uses within these areas will primarily serve employees and local businesses, and not local residents. Per the Commercial Impact Study (urbanMetrics, June 2024), there is sufficient retail space to serve resident needs outside of the Employment Area.

Implementation

This chapter outlines policy for implementation of the Official Plan through development within the Town. An Official Plan Amendment was prepared, reviewed, and ultimately recommended by Town staff, resulting in approval of the Secondary Plan on July 8 at Town Council.

24.3.2 Further to Policy 24.3.1, each secondary plan will be based on the following supporting studies and technical analysis prepared to the satisfaction of the Town in accordance with applicable terms of reference

Please refer to Section 6.0 of this Report for detail on the supporting studies prepared for the Secondary Plan.

28.1.1 The Town will follow the public notification and engagement procedures prescribed by the Planning Act and its regulations to inform and obtain the views of the public in respect to proposed official plan and zoning by-law amendments, plans of subdivision and consents to sever lands. The Planning Act also authorizes the Town to implement alternative measures for informing and obtaining the views of the public in respect of certain types of proposals as set out in this Plan.

Please refer to Section 5.0 of this Report for detail on the engagement process of the Secondary Plan.

8.0 Conclusion

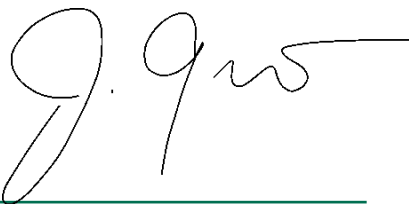
Based on the information outlined in this Planning Justification Report and the findings identified in the supporting technical studies and reports, it is our opinion that the Secondary Plan and corresponding Official Plan Amendment are justified and represent good planning for the following reasons:

1. The Secondary Plan is consistent with the Provincial Planning Statement;
2. The Secondary Plan conforms to the Region of Peel Official Plan and Future Caledon Official Plan;
3. The planned land use pattern and uses of the Secondary Plan conform to the intent of the Future Caledon Official Plan land use designations;

4. The natural heritage system within the Subject Lands, including water resources, has been characterized and will be protected or enhanced;
5. The planned multimodal transportation network reduces reliance on the personal vehicle and contributes to the development of complete communities;
6. The Region of Peel Employment Area has been protected for future growth;
7. The Secondary Plan meets and/or exceeds the residential and employment growth targets at all policy scales;
8. A broad range of housing types are permitted to provide options for future residents;
9. Adequate community services and facilities will be available to serve future residents of the Secondary Plan;
10. Adequate commercial and retail space is provided for residents to meet their daily needs;
11. The Secondary Plan will utilize extensions of existing transportation and servicing infrastructure from surrounding areas and continue an efficient pattern of development;
12. The planned phasing of the Secondary Plan will reasonably accommodate growth;
13. Climate change adaptation and mitigation techniques have been reviewed in the design and study of the Secondary Plan;

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.



Jason Afonso, MCIP, RPP
Partner



Zechariah Bouchard
Planner

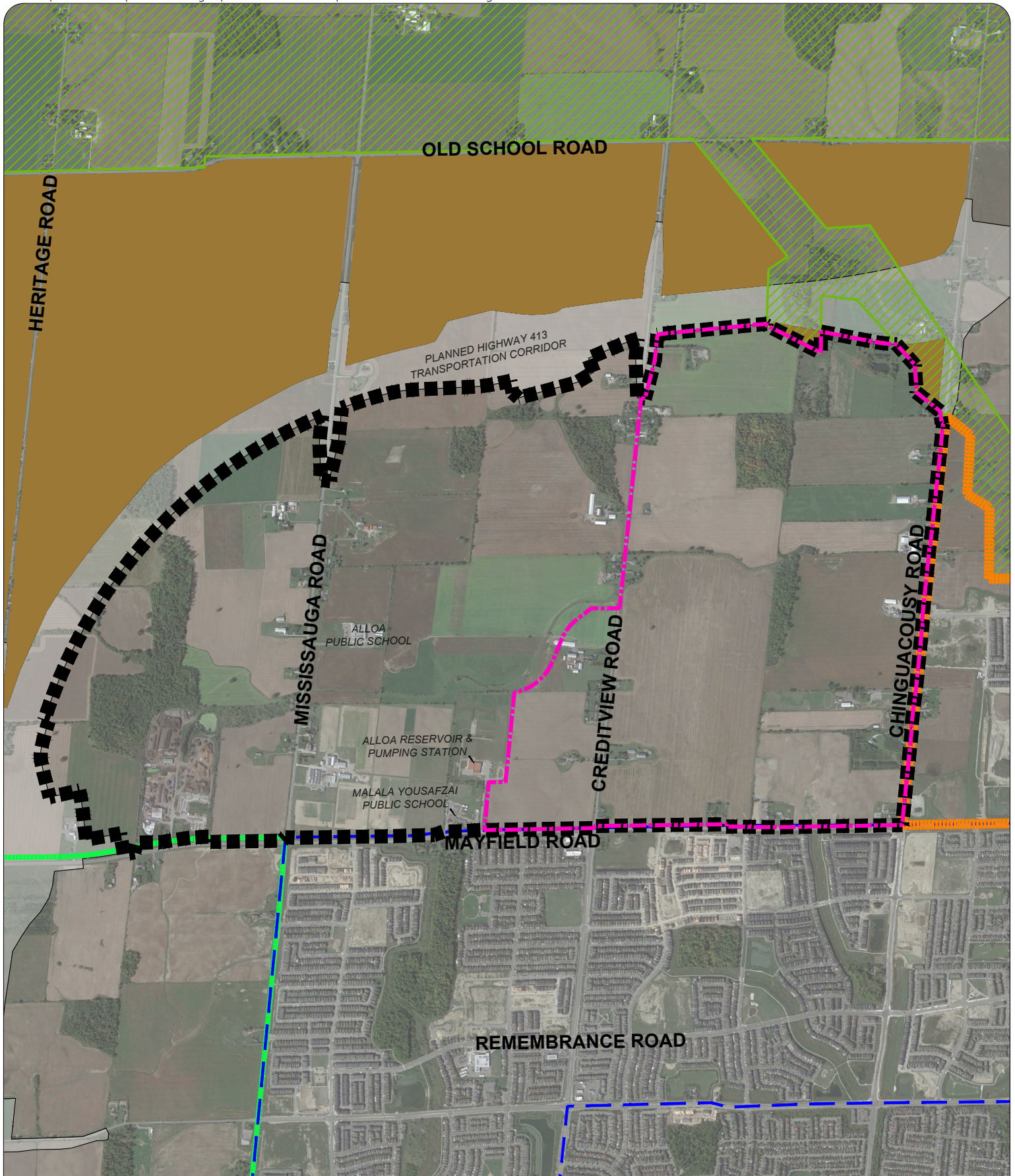
List of Figures

- Figure 1: Aerial Context Plan
- Figure 2: Town of Caledon Official Plan – Schedule V – Alloa Secondary Plan Land Use Plan
- Figure 3: Region of Peel Official Plan – Schedule E-1 – Regional Structure
- Figure 4: Region of Peel Official Plan – Schedule E-4 – Employment Areas
- Figure 5: Future Caledon Official Plan – Schedule B4 – Land Use Designations
- Figure 6: Future Caledon Official Plan – Schedule C1 – Town Wide Transportation Network
- Figure 7: Future Caledon Official Plan – Schedule C4 – 2051 Town Wide Transportation Network
- Figure 8: Future Caledon Official Plan – Figure F2a – Preliminary Community Structure

List of Appendices

Appendix I: Alloa Landowner Group Ownership Map

Appendix II: Alloa Secondary Plan Development Statistics



FIGURE

1

AERIAL CONTEXT PLAN

TOWN OF CALEDON

Secondary Plan Boundary

Phase 1 Boundary

Mayfield West Secondary Plan Phase 2 Boundary

Mount Pleasant Secondary Plan Boundary

Heritage Heights Secondary Plan Boundary

Planned Highway 413 Transportation Corridor

Prime Agricultural Area

Greenbelt Plan Area

PART OF LOTS 18-21, CONCESSIONS 3 & 4,
TOWNSHIP OF CHINGUACOUSY
TOWN OF CALEDON,
REGIONAL MUNICIPALITY OF PEEL

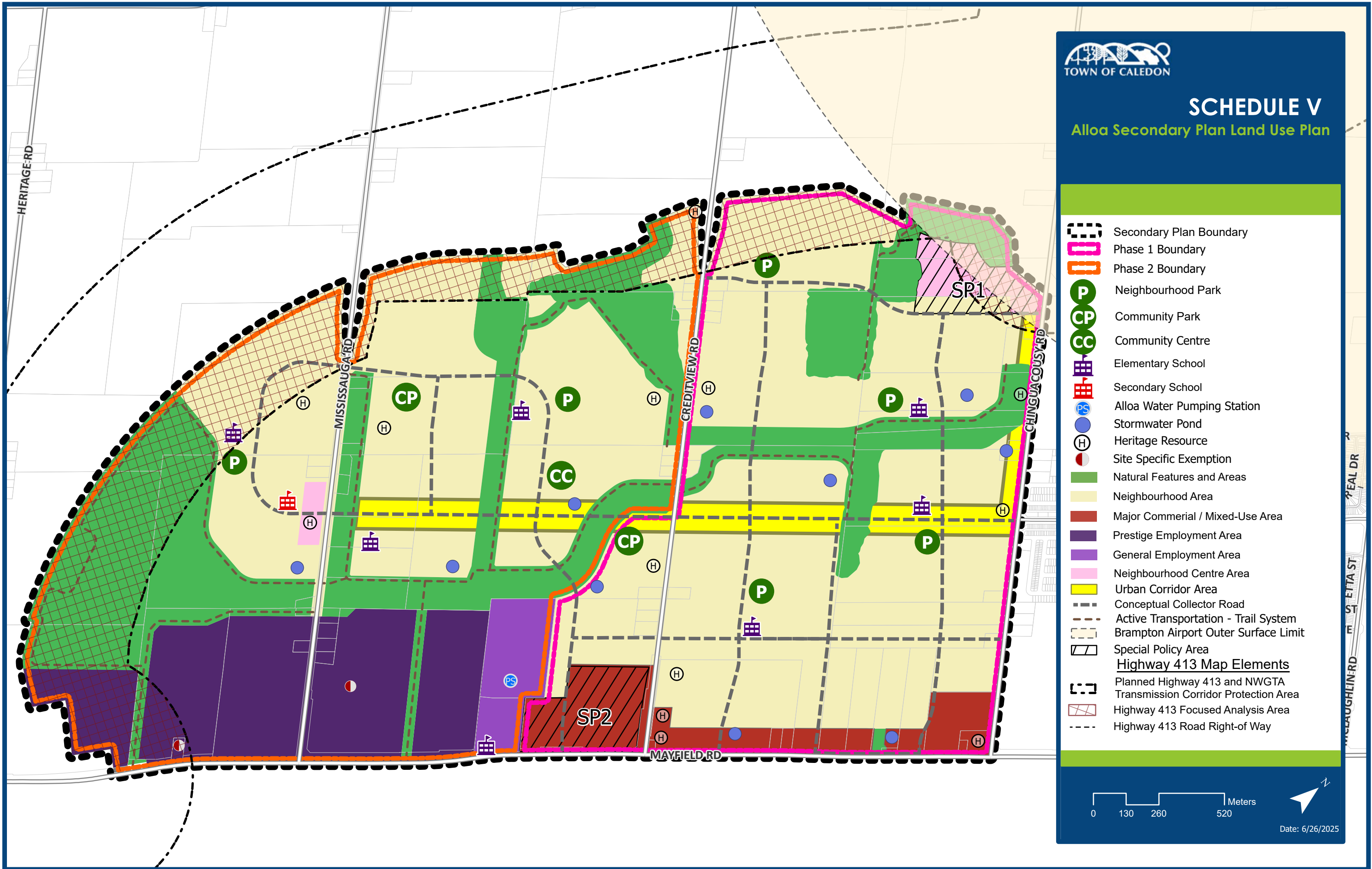

























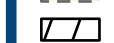



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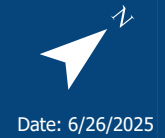
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SCHEDULE V

Alloa Secondary Plan Land Use Plan



-  Secondary Plan Boundary
-  Phase 1 Boundary
-  Phase 2 Boundary
-  Neighbourhood Park
-  Community Park
-  Community Centre
-  Elementary School
-  Secondary School
-  Alloa Water Pumping Station
-  Stormwater Pond
-  Heritage Resource
-  Site Specific Exemption
-  Natural Features and Areas
-  Neighbourhood Area
-  Major Commercial / Mixed-Use Area
-  Prestige Employment Area
-  General Employment Area
-  Neighbourhood Centre Area
-  Urban Corridor Area
-  Conceptual Collector Road
-  Active Transportation - Trail System
-  Brampton Airport Outer Surface Limit
-  Special Policy Area
-  Highway 413 Map Elements
-  Planned Highway 413 and NWGTA Transmission Corridor Protection Area
-  Highway 413 Focused Analysis Area
-  Highway 413 Road Right-of Way



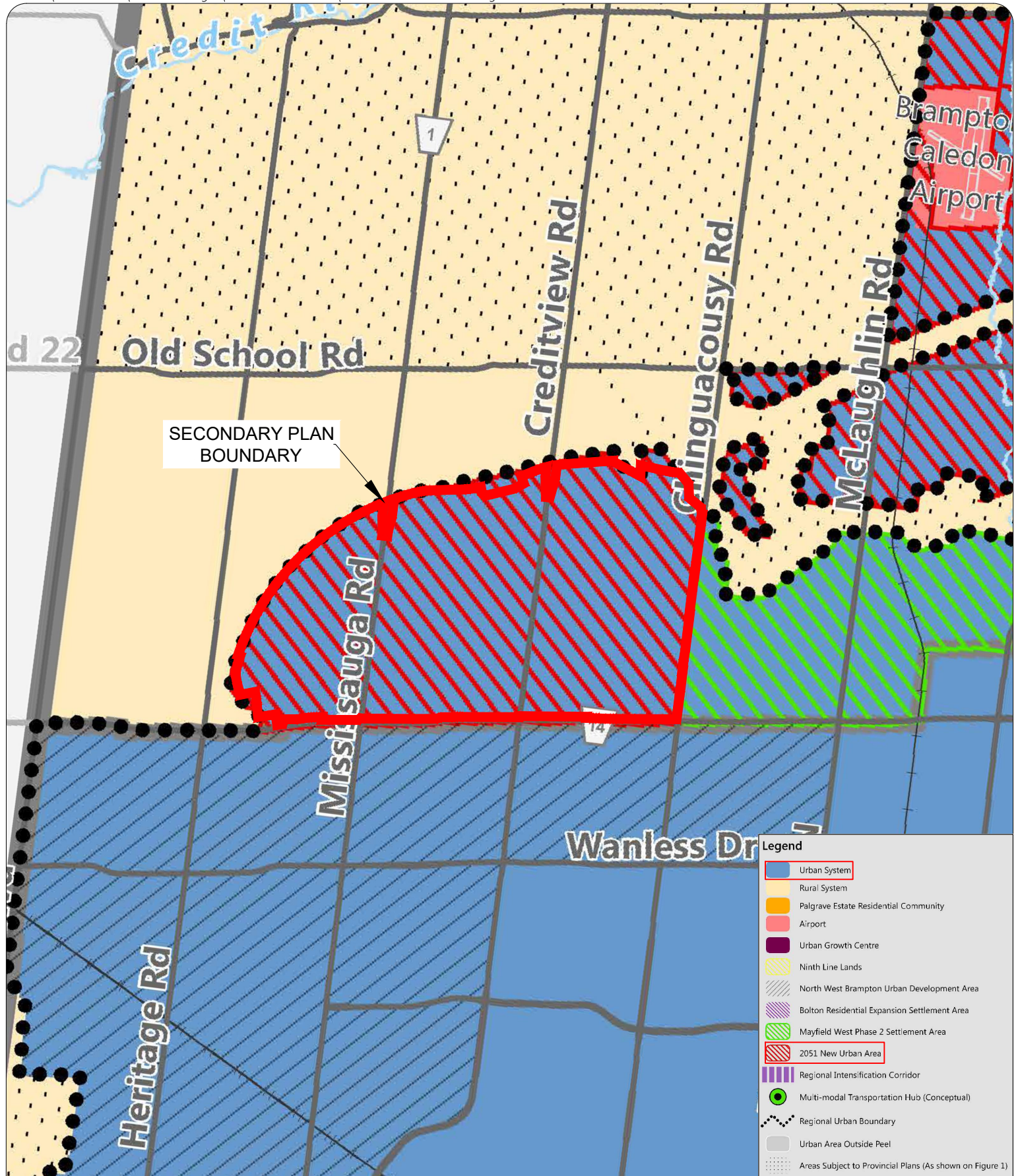


FIGURE
3
REGION OF PEEL OFFICIAL PLAN
SCHEDULE E-1 - REGIONAL STRUCTURE

LEGEND

Subject Lands

PART OF LOTS 18-21, CONCESSIONS 3 & 4,
TOWNSHIP OF CHINGUACOUSY
TOWN OF CALEDON,
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
JUNE 27, 2024

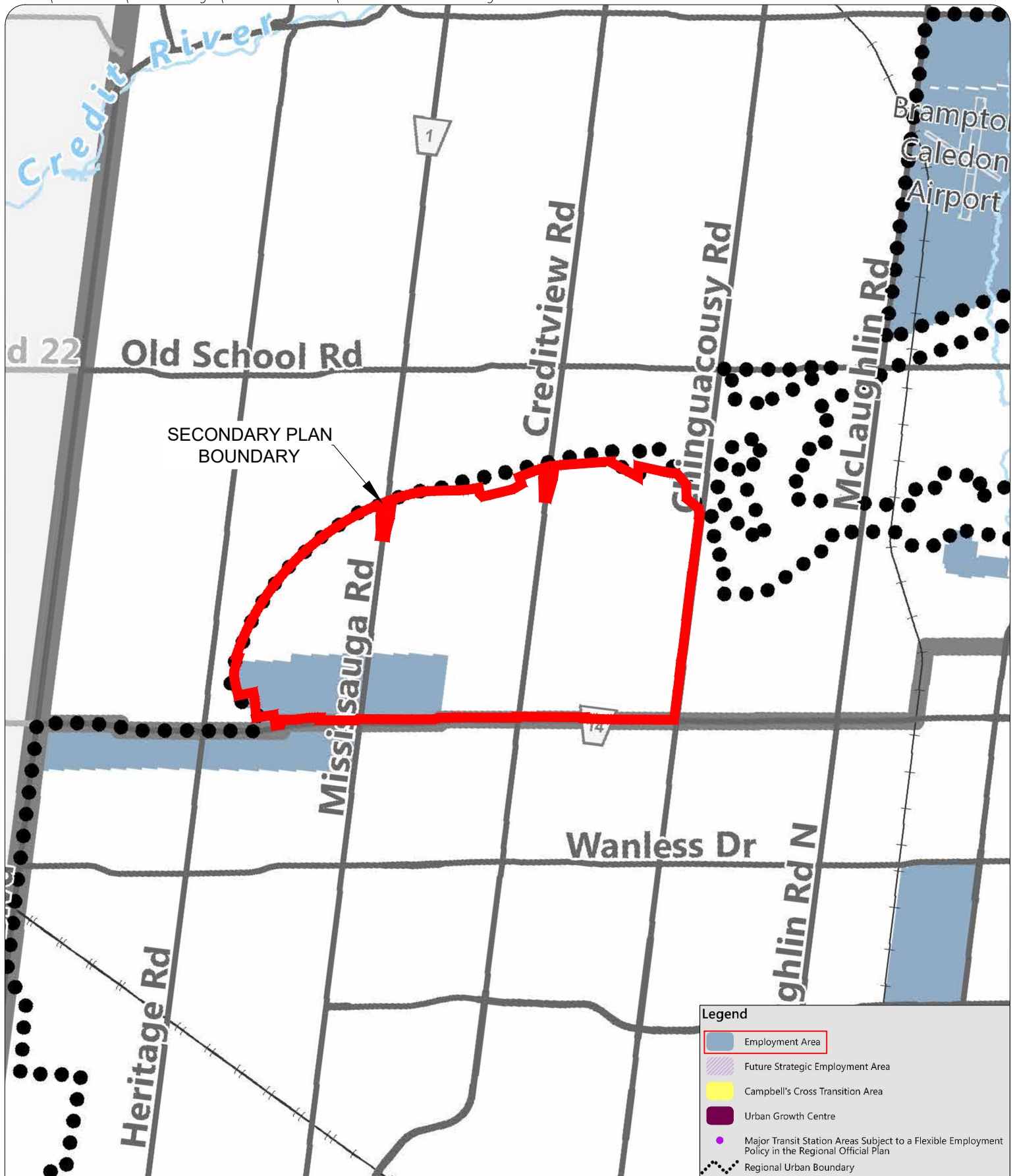


FIGURE 4 REGION OF PEEL OFFICIAL PLAN
SCHEDULE E-4 - EMPLOYMENT AREAS

LEGEND

Subject Lands

PART OF LOTS 18-21, CONCESSIONS 3 & 4,
TOWNSHIP OF CHINGUACOUSY
TOWN OF CALEDON,
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
JUNE 27, 2024

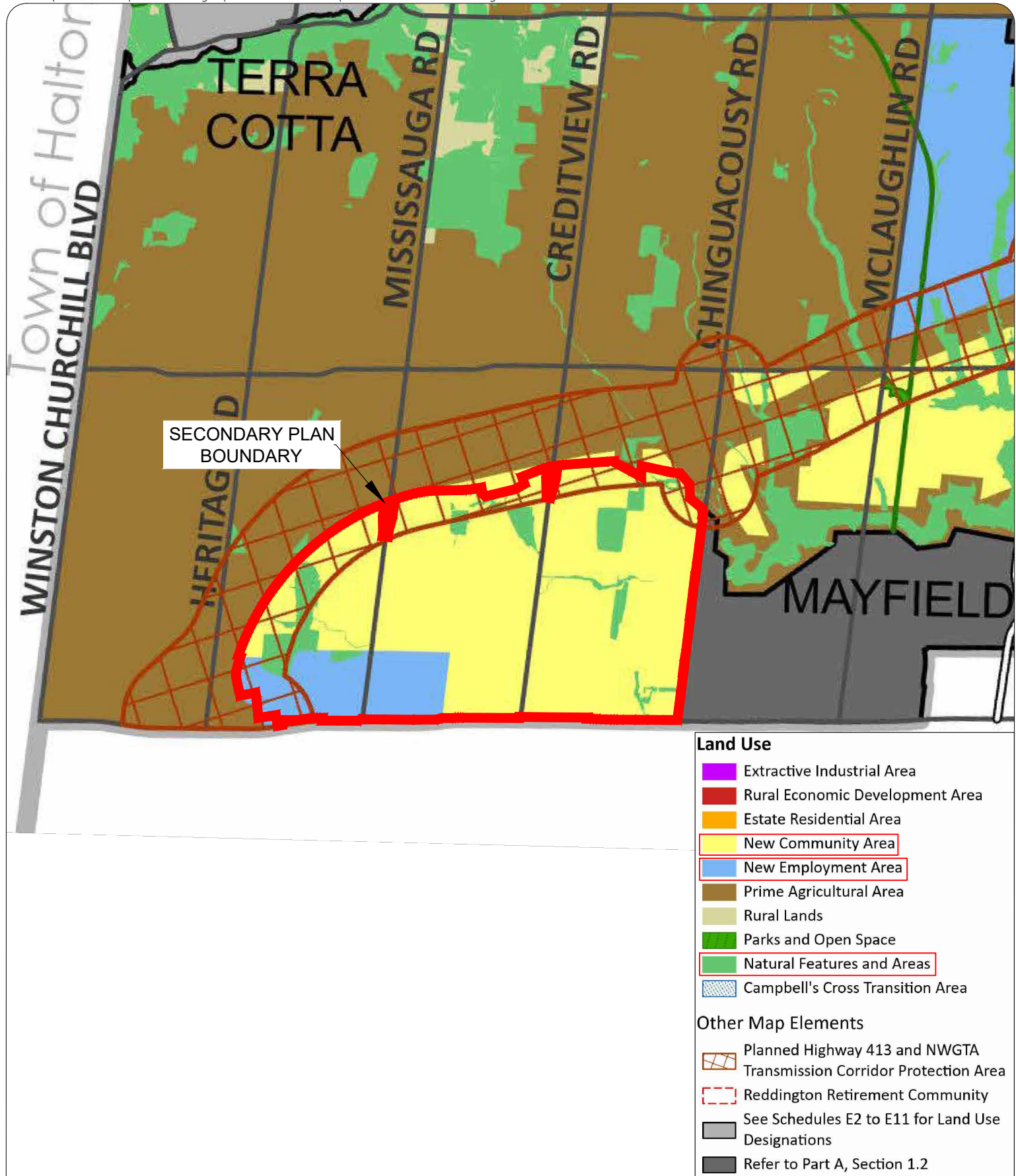


FIGURE 5 FUTURE CALEDON OFFICIAL PLAN SCHEDULE B4 - LAND USE DESIGNATIONS

PART OF LOTS 18-21, CONCESSIONS 3 & 4, TOWNSHIP OF CHINGUACOUSY, TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
JUNE 27, 2024



FIGURE

6

FUTURE CALEDON OFFICIAL PLAN

SCHEDULE C1 - TOWN WIDE TRANSPORTATION NETWORK

LEGEND

Subject Lands

PART OF LOTS 18-21, CONCESSIONS 3 & 4,
TOWNSHIP OF CHINGUACOUSY
TOWN OF CALEDON,
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
JUNE 27, 2024



FIGURE 7 **FUTURE CALEDON OFFICIAL PLAN**
SCHEDULE C4 - 2051 TOWN WIDE TRANSIT NETWORK

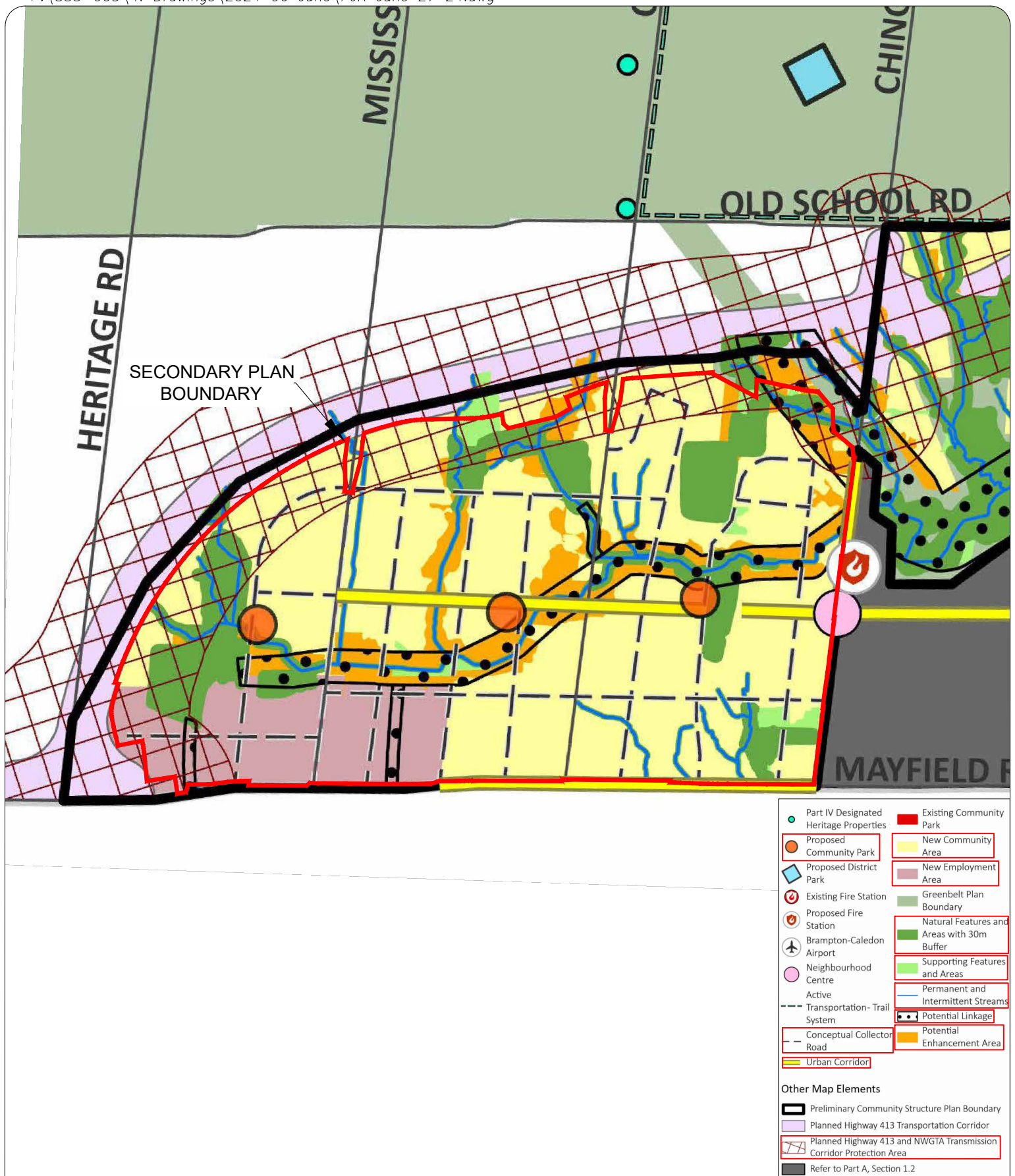
LEGEND

Subject Lands

PART OF LOTS 18-21, CONCESSIONS 3 & 4,
TOWNSHIP OF CHINGUACOUSY
TOWN OF CALEDON,
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
JUNE 27, 2024



FIGURE

8

FUTURE CALEDON OFFICIAL PLAN

FIGURE F2a - PRELIMINARY COMMUNITY STRUCTURE PLAN

LEGEND

Subject Lands

PART OF LOTS 18-21, CONCESSIONS 3 & 4,
TOWNSHIP OF CHINGUACOUSY
TOWN OF CALEDON,
REGIONAL MUNICIPALITY OF PEEL

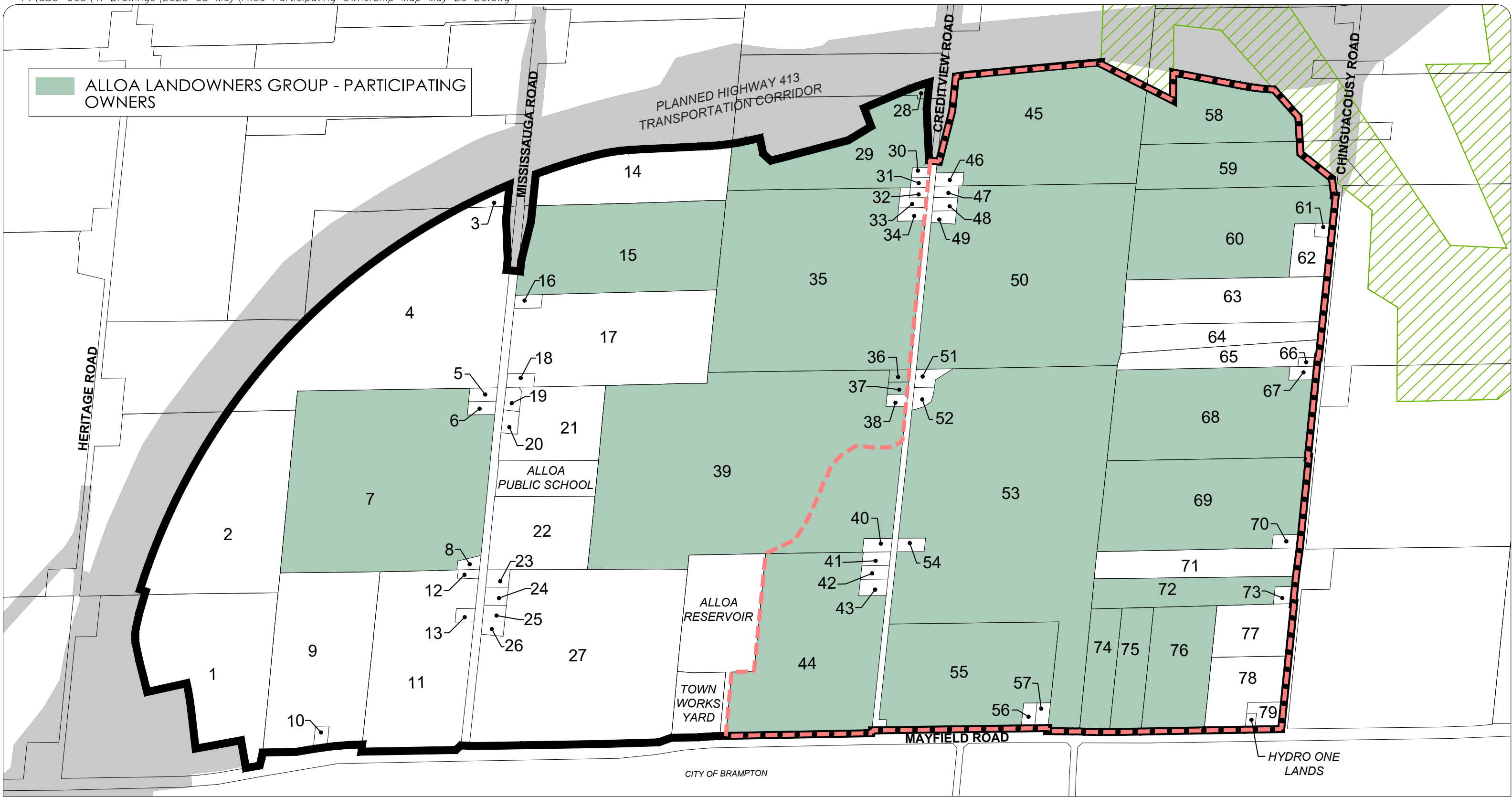


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JUNE 27, 2024

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Appendix I

Alloa Landowner Group Ownership Map



ALLOA PLANNING AREA OWNERSHIP PLAN

TOWN OF CALEDON, REGION OF PEEL

ALLOA SECONDARY PLAN AREA PHASE 1 BOUNDARY GREENBELT PLAN AREA PLANNED HIGHWAY 413 TRANSPORTATION CORRIDOR



SCALE NTS
MAY 27, 2025

PLAN AREA OWNERSHIP

ALLOA LANDOWNERS GROUP - PARTICIPATING OWNERS

1.

GARBUTT, LISA; GARBUTT, DONALD KEITH
2.

276734 ONTARIO LIMITED
3.

CALEDON MAYFILD DEVELOPMENT CORP.
4.

FRAZER, LOIS; FRAZER, WILLIAM
5.

MCCRACKEN, CONSTANCE BARBARA; MCCracken, ALLAN SCOTT
6.

SIDHU, NASIB; SIDHU, GURMEL; SIDHU, SANDEEP; SIDHU, BHUPINDER
7.

GREAT GULF ALLOA LIMITED
8.

SIDHU, RAMANDEEP; SIDHU, HARMAN
9.

1096281 ONTARIO LIMITED
10.

1096281 ONTARIO LIMITED
11.

KAVAR JEWELLERS INC.; 1143922 ONTARIO LIMITED
12.

NOWAK, BOGDAN; NOWAK, JANINA
13.

NEELON, SUKHVIR; NEELON, HARMEET
14.

MINISTRY OF TRANSPORTATION
15.

FENYPAPALOVE INC.
16.

LOSTRITTO, ANNA MARIA
17.

LOSTRITTO, SHELLEY-ANN; LOSTRITTO, ANNA MARIA; LOSTRITTO, ANTONIO
18.

PETERS, CAROL
19.

VIDACKOVIC, LJUBICA; VIDACKOVIC, ALOJZ
20.

GHUMAAN, KANWALJIT; GHUMAAN, AJAYPAL
21.

BRATTY, RUDOLPH PETER
22.

BRATTY, RUDOLPH PETER
23.

GILL, BINDER; DHALIWAL, HARJINDER KAUR; DHALIWAL, MANVINDER
24.

SCOTT, JOAN MARY; SCOTT, JAMES RICHARD
25.

TROCHANOWSKI, JOANNA; TROCHANOWSKI, ALEKSANDER
26.

KAUR, AMRIT, MULTANI, KULJIT; KAUR, JASWINDER
27.

PIONEER HI-BRED PRODUCTION COMPANY

28.

MCCLURE, GORDAN DOUGLAS; MCCLURE, NORMAN ANDREW
29.

CALTON DEVELOPMENTS INC.
30.

DA SILVA, CHRISTINE; DA SILVA, RICHARD RAULINO
31.

A.S. HOLDINGS LTD.
32.

COLAKIC, SUSAN; TRAPANI, GIUSEPPE
33.

EVANS, PERRY
34.

MCCLURE, GORDAN DOUGLAS
35.

MCCLURE, NORMAN ANDREW
36.

BRAR, AMANDEEP
37.

SINGH,GURBIR
38.

NARCISI, ANNA; NARCISI, GIUSEPPE
39.

MCCLURE, DENISE IVICHELLE; MCCLURE, WAYNE GORDON
40.

ZUBER,JONEIVIL;ZUBER, RUTH ANN
41.

SULLIVAN, DENIS; SULLIVAN ANNA
42.

TOLLIS, ANTONIETTA; TOLLIS, VINCENZO NICOLA
43.

1000179799 ONTARIO INC.
44.

12100 CREDITVIEW DEVELOPMENTS LIMITED
45.

LOUKES, KAREN JOHANNA; MCCLURE, GORDON DOUGLAS; 12697 CREDITVIEW DEVELOPMENTS LIMITED
46.

D’ALESSANDRO, GIUSEPPE; D’ALESSANDRO, ANNA
47.

WILLIAMS, RICHARD OWEN; WILLIAMS, KIMBERLY ANNE
48.

GOSAL, KAMALJIT; GOSAL, LAKHVIR
49.

BUTTAR, AMRITPAL; BUTTAR, HARINDER
50.

ARGO ALLOA (BT) CORPORATION
51.

RASHLEIGH, MARLENE RUTH; RASHLEIGH, BRYAN LEONARD
52.

DEONARINE, CHERYL
53.

12101 CREDITVIEW DEVELOPMENTS LIMITED
54.

SINGH, KULWANT; MANGAT, RAVI
55.

856063 ONTARIO INC.

56.

THIND, AMARJIT; THIND, GURIQBAL; PUREWAL, BALJINDER; THIND, MANJINDER
57.

DIAS, MARIO; DIAS EMILIA
58.

OLD SCHOOL DEVELOPMENT INC.
59.

ONE OLD SCHOOL DEVELOPMENT INC.
60.

ARGO MAYFIELD NORTH CORPORATION
61.

OHRI, NITIKA
62.

2399099 ONTARIO INC.
63.

GONCALVES, JOAO; GONCALVES, IDILA
64.

HANSRA, BEANT; HANSRA, PRITAM SINGH; HANSRA, CHARANJIT KAUR; HANSRA, BHAG SINGH; HANSRA, AMAR; HANSRA, MAJOR SINGH
65.

SNYDER, DAVID HARVEY; SNYDER, MARIE LOUISE
66.

SNYDER, DAVID HARVEY
67.

SNYDER, MARIE LOUISE; SNYDER, DAVID HARVEY
68.

ARGO MAYFIELD WEST II LIMITED
69.

ARGO MAYFIELD WEST I LIMITED
70.

MCCLURE, NATALIE ELIZABETH
71.

DHALIWAL, GURNAM; DHALIWAL, KIRANJIT; DHALIWAL, KAMALJIT; DHALIWAL, HARJINDER; DHALIWAL, GURPINDER
72.

ARGO MAYFIELD WEST III LIMITED
73.

SOMAL, KIRNJIT; KAUR, DALJEET; SOMAL SUCHA
74.

GOLDEN GATE MAYFIELD LIMITED
75.

VANAIAK, ROMESH; VANAIAK NEELAM
76.

ARGO MAYFIELD WEST IV LIMITED.
77.

BONELLO, MARTIN; BONELLO, SHARON ANN
78.

IABONI, BRUNO; WALLIS, IVIARISA; GOULIARAS, NICK; CERELLI ARMANDO; IABONI, GINA; IABONI, BIANCA
79.

1439791 B.C. UNLIMITED LIABILITY COMPANY

Appendix II

Alloa Secondary Plan Development Statistics

Alloa Secondary Plan Development Statistics

TABLE 1	AREA	
	(ha)	(ac)
Alloa Secondary Plan Community Area	713.56	1763.2
Deductions (As Per Growth Plan)		
Natural Heritage System	167.76	414.5
Employment Area	95.04	234.8
Net Community Area	450.76	1113.8
Target Community Area Population and Jobs (@ 67.5 P+J/ha)	30,426	

TABLE 2	AREA	
	(ha)	(ac)
Alloa Secondary Plan Employment Area	95.04	234.8
Target Employment Area Jobs (@ 26 Jobs/ha)	2,471	

Total Alloa Secondary Plan Target Population and Jobs	32,897
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TABLE 3	AREA	
	(ha)	(ac)
Community Area Land Use Breakdown (incl. NHS)	618.52	1528.4
Natural Heritage System	167.76	414.5
Roads (30% of Net Community Area)	135.23	334.1
SWM Ponds (7.5% / 429.4ha Drainage Area)	32.21	79.6
Public Elementary Schools (3 schools @ 3.24 ha per school)	9.72	24.0
Catholic Elementary Schools (2 schools @ 2.43 ha per school)	4.86	12.0
Public Secondary School (1 school @ 6.47 ha)	6.47	16.0
Existing Alloa Public School (excl. NHS area)	2.75	6.8
Neighbourhood Parks (8 parks @ 2.25 ha per park)	18.00	44.5
Community Park	6.00	14.8
Community Centre	3.50	8.6
Commercial	12.49	30.9
Mixed Use	10.87	26.9
Net Residential Area	208.66	515.6

TABLE 4	AREA		Units Per Hectare	No. of Units	PPU*	Pop.
	(ha)	(ac)				
Residential Land Uses / Population						
Low Density Residential (@ 55% Net Res. Area) (Detached and Semi-detached)	114.76	283.6	30	3,443	3.64	12,532
Medium Density Residential (@ 32.5% Net Res. Area) (Townhouses)	67.82	167.6	60	4,069	3.3	13,427
Medium - High Density (@ 12.5% Net Res. Area) (Stacked Townhouses, Apartments)	26.08	64.5	100	2,608	2.07	5,399
Mixed Use* (Apartments)	5.44	13.4	200	1,087	2.07	2,250
Total	214.10	529.0	-	11,207	-	33,609

*Mixed Use Area shown in table represents 50% of the designated Mixed Use Area (10.87 ha, excluding proposed commercial lands at NW corner of Mayfield Road and Creditview Road) to account for lands projected to be used for sole commercial purposes.

TABLE 5	AREA		Lot Coverage	GFA (m²)	Jobs per m²*	No. of Jobs
	(ha)	(ac)				
Population-Related Jobs						
Major Commercial	12.49	30.9	22.0%	27,478.0	50	550
Mixed Use	10.87	26.9	25.0%	27,175.0	50	544
Elementary Schools (6 schools @ 50 jobs per school)	-	-	-	-	-	300
Secondary School (1 school @ 100 jobs)	-	-	-	-	-	100
Total	23.36	57.72		54,653.0		1,493

TOTAL COMMUNITY AREA POPULATION AND JOBS	35,102
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ALLOA SECONDARY PLAN COMMUNITY AREA DENSITY (P+J/ha)	78
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Alloa Secondary Plan Development Statistics (By Phase)

TABLE 6	AREA		Units Per Hectare	No. of Units	PPU*	Pop.
	(ha)	(ac)				
PHASE 1 Residential Land Uses / Population						
Low Density Residential (Detached and Semi-detached)	68.59	169.5	30	2,058	3.64	7,490
Medium Density Residential (Townhouses)	43.88	108.4	60	2,633	3.3	8,688
Medium - High Density (Stacked Townhouses, Apartments)	13.68	33.8	100	1,368	2.07	2,832
Mixed Use* (Apartments)	4.91	12.1	200	982	2.07	2,033
Total	131.06	323.8	-	7,041	-	21,043

*Mixed Use Area shown in table represents 50% of the designated Mixed Use Area (10.87 ha, excluding proposed commercial lands at NW corner of Mayfield Road and Creditview Road) to account for lands projected to be used for sole commercial purposes.

TABLE 7	AREA		Units Per Hectare	No. of Units	PPU*	Pop.
	(ha)	(ac)				
PHASE 2 Residential Land Uses / Population						
Low Density Residential (Detached and Semi-detached)	46.17	114.1	30	1,385	3.64	5,042
Medium Density Residential (Townhouses)	23.94	59.1	60	1,436	3.3	4,739
Medium - High Density (Stacked Townhouses, Apartments)	12.40	30.6	100	1,240	2.07	2,567
Mixed Use* (Apartments)	0.52	1.3	200	105	2.07	217
Total	83.04	205.2	-	4,167	-	12,566

*Mixed Use Area shown in table represents 50% of the designated Mixed Use Area (10.87 ha, excluding proposed commercial lands at NW corner of Mayfield Road and Creditview Road) to account for lands projected to be used for sole commercial purposes.

NOTES:

*PPUs as per Draft 2024 Town of Caledon Development Charges Background Study

Proposed Unit Mix:
Low Density: 31%
Medium Density: 36%
Medium-High Density: 23%
Mixed Use Residential: 10%

NOTES:

*Jobs per m² as per Draft 2024 Town of Caledon Development Charges Background Study